

Seat Belt Usage and Driver Attitude Survey, May 1981

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Published by:
The Policy Planning and Research Division
Ontario Ministry of Transportation and Communications
Hon. James W. Snow, Minister
H.F. Gilbert, Deputy Minister

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ACKNOWLEDGEMENTS

We wish to acknowledge the support and co-operation extended by the police chiefs of various municipal, regional, and provincial police forces in the course of the surveys. Thanks are extended to L. Lonero, G. Beatty, and T. Smutylo of the Program Development Branch for their participation in various phases of this study. Appreciation is also extended to T.J. Gartshore of the Traffic Engineering Office; A. Hagedoorn, Traffic Surveys Supervisor; and the survey crew chiefs, namely, S. Boyd, R. Cook, G. Hare, and D. Milner, for their efforts in undertaking the survey component of the research. We would also like to acknowledge the participation of Ben Barkow, Behavioural Team, for his review of the questionnaire and the training of the interviewers. Special gratitude is accorded to the Technology Transfer Office for their efforts in producing this report.

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EXECUTIVE SUMMARY

On January 1, 1976, the Ontario government enacted legislation which made Ontario the first province in Canada requiring mandatory seat belt use. The Ministry of Transportation and Communications has periodically monitored seat belt use and driver attitude. A total of five post-legislation surveys have been conducted. The latest survey, reported herein, was a roadside survey conducted in May 1981 at 52 representative sites throughout the province. A total of 8869 drivers were sampled at the various survey locations. Following are some of the major findings of the study.

1. Driver seat belt usage decreased by 5.1% from May 1978 (64.4%) to May 1981 (59.3%). Differences in driver seat belt usage were found between regions, rural/urban areas, sexes, age groups, seat belt systems, makes and model years of vehicle.
2. Passenger seat belt usage increased very slightly from May 1978 (47.0%) to May 1981 (48.9%). Differences in passenger seat belt usage were observed between regions, rural/urban areas, sexes, age groups and passenger position. It was also observed that there was a greater tendency for passengers to be restrained when the driver was wearing a seat belt.
3. Child safety seat usage has increase significantly from 1978 to 1981 (21.0% to 33.1%) for children under 6 years of age. Child safety seat usage was greater than regular seat belt usage for children less than 3 years of age; however, the opposite was true for children greater than 3 years of age.
4. "Safety" and the "law" were identified as the main reasons for drivers wearing their seat belts (50.0% and 34.6%, respectively). "Unnecessary" (26.0%), "inconvenient" (25.6%) and "forgot" (25.5%) were identified as the main reasons for drivers not using their seat belts.

5. Drivers did not perceive a high level of enforcement of the seat belt law in their driving area as almost half (49.9%) of the drivers sampled felt it would be a year or more before they were stopped by police for not wearing their seat belt.
6. About 69.1% of drivers with children under 5 years of age in their household owned child safety seats. Drivers with children under five and who owned child safety seats reported that 57.7% of the children under five used child safety seats "always."
7. In general, drivers were not sure of the present seat belt legislation in Ontario as it relates to children under 5 years of age. Of the drivers surveyed, 55.8% thought that children under 5 years of age were required by law to use child safety seats and 44.2% of the surveyed drivers felt that children under 5 years of age were required by law to use regular seat belts.
8. A large percentage of drivers (93.7%) felt it was important for children under 5 years of age to use child safety seats and most drivers surveyed (82.3%) would favour a law requiring child safety seats for children under 5 years of age.
9. Overall, 68.7% of the drivers surveyed were in favour of the present seat belt law. Driver support of the present seat belt law was higher among belted drivers than non-belted drivers.

1/ INTRODUCTION

The Ontario government enacted legislation on January 1, 1976, making seat belt use mandatory throughout the province. Enforcement of this legislation began, one month later, on February 1, 1976.

The Ministry of Transportation and Communications has conducted six major province-wide evaluation surveys. These were conducted on weekdays in October 1975, March 1976 (just after legislation was enforced), November/December 1976, May 1977, May 1978 and May 1981. The first three surveys (October 1975, March 1976 and November/December 1976) were concerned only with information associated with driver and passenger seat belt use. A driver attitude survey was added in May 1977 and May 1978. The attitude survey was separate from the seat belt use survey in that drivers who were stopped for the attitude survey were not included in the seat belt use survey and vice versa. The May 1981 survey was developed to combine, modify and condense pertinent features of previous seat belt use and attitude surveys. New emphasis was placed on the observed, perceived and attitudinal information deemed pertinent to child safety restraint. An additional survey was conducted on Saturdays.

1.1/ Sampling Plan and Procedure

The sampling plan for this survey was designed by MTC in 1975 to obtain a representative sample of Ontario drivers.¹ A three-stage plan was applied to the driving population of the province by first selecting areas of the province, then actual sites within these areas and, finally, drivers from the traffic stream passing these sites. In the survey, automobiles were stopped as they travelled down the street or highway. The driver was asked to respond to various questions relating to seat belts and child safety seats. The type of seat belt installed in the driver's seat and seat belt use of drivers and passengers were observed.

¹ A detailed description of the sampling plan and methodology is contained in a report "Data Gathering Techniques - Roadside and Telephone Surveys for Ontario" by A.P. Cunliffe et al.

This information, along with the year, make and model of the automobile, was recorded on the questionnaire. The questionnaire is shown in Appendix A. The drivers were interviewed by specially-trained students. These students were supervised by MTC Traffic Surveys staff working for the Traffic Engineering Office.

There were four survey crews, consisting of about four members each, which travelled throughout the province administering the questionnaire. Each crew consisted of a crew chief whose responsibilities included identifying and preparing the site, stopping and redirecting traffic, obtaining an accurate traffic count and supervising the interviewing staff. Each site was prepared by erecting a sign about 200 m before the actual survey location to inform drivers to be prepared to stop.

The data was collected during four consecutive 1-h periods, at most sites, with about 36 drivers being interviewed during each 60-min period. An attempt was made to obtain a representation of drivers throughout the time period rather than interviewing a disproportionate number of drivers in the first 15 min of each time period. In locations where the traffic count was not high enough to obtain the desired quota of approximately 144 drivers during a 4-h period, the site was monitored until the quota was reached.

1.2/ Survey Sites

The sites were categorized by region, type of site and road type. The six regions of the province used in this study (Northwest, Northeast, West, Toronto, Central and East) are shown in Figure 5.

The type of sites included Metropolitan Toronto, large-sized cities (populations greater than 150 000), medium-sized cities (populations of 50 000 to 150 000), small-sized cities (populations of 10 000 to 50 000), urban-rural areas (within 160 km of a large-sized city) and rural-rural areas (more than 160 km from a large-sized city). Two expressway sites were also sampled (Appendix C).

A site was categorized as an urban area if it was located in Metropolitan Toronto or in either a large-, medium- or small-sized city. Rural sites were located in either urban-rural areas or rural-rural areas. The road types that drivers were sampled at in urban areas were downtown or suburban streets. Drivers in rural areas were sampled on either King's Highways, secondary highways or county roads.

Fifty-two sites were sampled on weekdays: 2 expressway sites and 50 non-expressway sites. The two expressway sites were treated separately and not included in the major portion of the analysis. Fourteen sites were sampled on Saturdays. Weekday and Saturday comparisons of seat belt use and attitude were limited to the 14 sites sampled on both weekdays and Saturdays.

In addition to seat belt use and attitude data, other basic information was recorded for each of the 50 weekday sites, 2 expressway sites and 14 Saturday sites. The other information included the speed limit and traffic count (Appendix B). This information was used in the weighting program.

1.3/ Weighting Formula

A weighting formula was developed by MTC to compensate for specific sampling biases which were introduced by the sampling plan, such as the under-representation of the Northwest and Northeast as well as drivers frequenting less-travelled roads. For the May 1981 survey, 1979 vehicle registration figures provided by TEIGA were used in place of 1973 vehicle registration figures which were used in the weighting of data from previous surveys. A detailed description of the weighting formula is contained in the May 1977 Seat Belt Report.

1.4/ Questionnaire Data

Driver seat belt use was examined with respect to six variables and combinations of these variables. These six variables included the sex of driver, age of driver, year model of car, make of car, seat belt system installed and model of car.

Passenger seat belt use was examined in detail as well. Passengers were grouped into three categories. Passengers were classified as adults, if they were 16 years of age or older; youths, if they were between 6 and 15 years of age inclusive; and children, if they were under 6 years of age. The analysis of passenger seat belt use concentrated on age group, discrete age, sex and seating position. Passenger seat belt use was also examined under driver-wearing and driver-not-wearing constraints. Overall passenger seat belt use, when mentioned in the text, includes all types of restraint (seat belt and child safety seat). The methods used to restrain children under 5 years of age were examined separately and comprehensively to ascertain what percentage of the child population was restrained by child safety seats in comparison with regular seat belts.

Drivers were asked to respond to several key questions related to seat belts and child safety seats. These questions determined the following vital information:

- reasons given by drivers for wearing seat belts,
- reasons given by drivers for not wearing seat belts,
- perceived enforcement of the present seat belt law,
- number of children under 5 years of age in the household of the driver,
- number of trips taken, on average, during the week with children under five in the car,
- number of child safety seats in the household of the driver,
- frequency of utilization of child safety seats and regular seat belts by children under 5 years of age,
- driver knowledge of the present legislation relating to children under five,
- importance of child safety seat utilization by children under five,
- driver support of a proposed child safety seat law, and
- driver attitude toward the present seat belt law.

1.5/ Driver and Passenger Distribution

The survey results indicated that 6961 drivers were sampled on weekdays (50 sites) while 1850 drivers were sampled on Saturdays (14 sites). An additional 253 drivers were sampled at the two expressway locations on weekdays.

The following tables show the sex and age distribution (percentage and number) of drivers sampled at the 50 weekday sites, the 14 sites that were sampled on both Saturdays and weekdays and the 2 expressway sites. Note, the 14 weekday sites that were used in comparison with the Saturday sites were also included in the overall weekday total.

Sex Distribution (Percentage)

Sex	50 Weekday Sites	14 Saturday Sites	14 Weekday Sites*	2 Expressway Sites
Male	63.1	66.9	60.9	81.1
Female	36.9	33.1	39.1	18.9
Total	100.0 N=6823	100.0 N=1797	100.0 N=1919	100.0 N=249
Missing Cases	138	53	29	4

* The 14 weekday sites were part of the overall weekday sample (50 sites). That is, they were included in the overall weekday sample and were not additional survey sites.

These results showed that a greater percentage of male drivers were sampled on Saturdays in comparison with weekdays and that most expressway drivers sampled were male.

Age Distribution (Percentage)

Age Group	50 Weekday Sites	14 Saturday Sites	14 Weekday Sites*	2 Expressway Sites
Under 21	4.7	5.2	4.9	2.4
21-25	11.2	10.8	10.9	9.2
26-30	11.9	11.1	13.1	11.6
31-35	15.7	17.5	15.0	12.8
36-40	14.4	15.3	15.0	14.0
Over 40	42.1	40.1	41.1	50.0
Total	100.0 N=6789	100.0 N=1781	100.0 N=1901	100.0 N=250
Missing Cases	172	69	47	3

* The 14 weekday sites were part of the overall weekday sample (50 sites). That is, they were included in the overall weekday sample and were not additional survey sites.

The above results indicated that there were no major Saturday/weekday differences in the distribution of the various categories and that there was a greater percentage of drivers over 40 on expressways (in comparison with weekday and Saturday drivers).

There were 3397 passengers sampled on weekdays (50 sites) while 1666 passengers were sampled on Saturdays (14 sites). An additional 149 passengers were sampled on weekdays at the two expressway sites.

An age group distribution of passengers is shown in the following table for weekday, Saturday and expressway samples.

Age Group	50 Weekday Sites	14 Saturday Sites	14 Weekday Sites*	2 Expressway Sites
Adult	72.7	63.2	71.5	89.3
Youth	5.8	22.4	5.8	3.3
Child	21.5	14.4	22.7	7.4
Total	100.0 N=3397	100.0 N=1666	100.0 N=972	100.0 N=149
Missing Cases	0	0	0	0

* The 14 weekday sites were part of the overall weekday sample (50 sites). That is, they were included in the overall weekday sample and were not additional survey sites.

The above results showed that there were many more passengers sampled on Saturdays (14 sites) than on weekdays (14 sites). The passenger per car sampled ratio on Saturdays was 0.901 while the weekday ratio was 0.499. There was also a higher proportion of youth passengers sampled on Saturdays than on weekdays (14 sites).

2/ COMPARISON OF SEAT BELT USE AND ATTITUDE IN MAY 1981 AND MAY 1978

2.1/ Historical Seat Belt Use of Drivers

An October 1975 pre-legislation survey established driver seat belt use at 17.2%. Provincial seat belt use was sampled again in March 1976, just after legislation was enacted. Driver seat belt use in March 1976 was 76.9%. Seat belt use in subsequent surveys undertaken in November 1976 (50.0%), May 1977 (48.9%), May 1978 (64.4%) and May 1981 (59.3%) has not approached the levels attained in March 1976 (Figure 1).

The following sections provide a comparison between May 1978 and May 1981 of driver seat belt use, passenger seat belt use and driver attitude. Seat belt use comparisons concentrated primarily on locational differences between demographic variables such as age and sex. Driver attitude was compared by examining the reasons given for wearing or not wearing seat belts, perceived enforcement of seat belt legislation and opinion of the present seat belt law.

2.2/ Comparison of Driver Seat Belt Use in May 1981 and May 1978

Driver seat belt use decreased significantly from May 1978 (64.4%) to May 1981 (59.3%).² Significant decreases in regional seat belt use for drivers occurred in the West (down 4.3%), the East (down 6.2%) and Toronto (down 10.3%). Rural seat belt use remained almost unchanged at 64.7% in 1978 vs. 64.0% in 1981 (Table 1) while urban seat belt use decreased significantly (64.4% in 1978 to 57.2% in 1981).

Male driver wearing rates dropped significantly from May 1978 (61.0%) to May 1981 (55.6%) as did female seat belt use (71.5% to 66.9%). Regional analyses showed that male seat belt use remained constant in the Northwest and Northeast and decreased significantly in the West, Toronto,

² Note: All mention of significance pertains to the 0.05 level.

Central and Eastern regions. Female seat belt use decreased significantly in Toronto from May 1978 (81.0%) to May 1981 (68.3%) (Table 2).

The seat belt use of drivers under 21 years of age was similar in May 1978 (46.3%) and May 1981 (48.6%). These drivers still represent the only age group in the province whose compliancy was below 50%. Seat belt use for all remaining age categories (21 to 25, 26 to 30, 31 to 35, 36 to 40 and over 40) decreased significantly (Table 3).

Driver seat belt use in cars equipped with automatic lap and manual shoulder systems was similar in May 1978 (55.2%) and May 1981 (54.4%). However, driver seat belt use in Ontario for all other system categories dropped significantly in the last three years (Table 4).

2.3/ Comparison of Passenger Seat Belt Use in May 1981 and May 1978

While overall passenger seat belt use continued to be significantly below driver seat belt use in all regions of Ontario, it did not change appreciably from May 1978 (47.0%) to May 1981 (48.9%). Northwestern passengers were still significantly less compliant than their regional counterparts, 34.3% vs. a range of 45.9% to 53.3% (Table 21).

Adult passenger seat belt use remained about the same from May 1978 (50.3%) to May 1981 (49.4%) as did youth passenger seat belt use (41.4% in 1978 to 41.9% in 1981) while child passenger wearing rates increased significantly, 37.8% to 47.1% (Table 5).

Child restraint by regular seat belt was similar in 1978 (16.8%) and 1981 (14.0%). However, child safety seat use increased significantly (21.0% to 33.1%).

When examining child restraint by discrete age for children under 6 years of age, it was observed that significant increases in child safety seat use occurred for children aged 1 to <2 (31.3% to 69.1%), children aged 2 to <3 (12.6% to 38.9%) and children aged 3 to <4 (6.7% to 17.9%). Child safety seat use for children under 1 year of age was similar in

1978 (55.1%) and 1981 (53.8%). Regular seat belt use for children aged 5 to <6 decreased significantly from May 1978 (41.3%) to May 1981 (25.0%). Regular seat belt use for children 3 to <4 was similar in May 1978 (19.0%) and May 1981 (19.3%) and lower for all other discrete age categories (Table 6).

Male passenger seat belt use (includes all passenger age categories as well as child safety seat restraint) decreased by 2.8% from May 1978 to May 1981, 41.1% to 38.3%, while female passenger wearing rates increased by 2.2%, 48.3% to 50.5% (Table 7).

2.4/ Comparison of Driver Attitude in May 1981 and May 1978

The main reasons for wearing seat belts were similar in 1978 and 1981. "Safety" and the "law" represented 47.1% and 38.4% of the responses in 1978 vs. 50.0% and 35.6% of the responses in 1981 (Table 8).

For non-compliant drivers, "inconvenient" (32.7% to 25.6%) reasons decreased significantly from 1978 to 1981 while "forgot" responses increased significantly (11.5% to 25.5%). The percentage of "unnecessary" reasons remained similar (23.3% in 1978 to 26.0% in 1981) in the last three years (Table 9).

The survey showed that almost one-half (49.9%) of the sampled population in May 1981 felt it would be a year or more before they were stopped by the police for not wearing their seat belts, compared to 40.0% in May 1978. Meanwhile, only 11.4% and 8.9% of the drivers felt they would be stopped in a few days and a week, respectively, in 1981, compared to 13.4% and 11.9% in 1978. These results indicated that drivers did not perceive a high level of enforcement in their driving area and that the perception of the enforcement level has declined since 1978 (Table 10).

Ontario drivers were still in favour of the present seat belt law to the same degree in 1981 (68.7%) as they were in 1978 (69.4%) (Table 11).

3/ DRIVER ANALYSIS, MAY 1981

3.1/ Driver Analysis

The following sections provide a discussion of driver seat belt use for various locational and demographic variables as well as for various vehicle characteristics such as system installed and make and model year of car. It should be noted that the following results were based on the data collected from drivers at 50 sites and that the 2 expressway sites were not included, except where noted. A total of 6961 drivers were sampled at the 50 sites.

3.2/ Driver Seat Belt Use

Provincial seat belt use in May 1981 was 59.3%. The seat belt rates of drivers were very similar in the Northeast (58.8%), West (58.4%), Toronto (58.2%) and Central (59.0%) regions. Eastern drivers had a significantly higher seat belt use rate (67.8%) than all other drivers in Ontario. Drivers in the Northwest (seat belt use of 44.8%) were significantly less compliant than their regional counterparts (Table 1). Rural seat belt use in Ontario was significantly higher than urban seat belt use (64.0% vs. 57.2%) in May 1981.

Rural drivers were more compliant than urban drivers in the Northwest (61.3% vs. 35.7%) and Northeast (68.3% vs. 41.3%). This trend was also evident in the West (63.2% vs. 54.5%) and Central regions (62.4% vs. 57.5%) but not to the same degree (Table 12). Eastern drivers were slightly more compliant in urban areas (68.5%) than rural areas (66.9%).

3.3/ Driver Seat Belt Use by Sex

Female drivers in May 1981 were significantly more compliant than male drivers. Female drivers had a wearing rate of 66.9% in May 1981 while their male counterparts had a wearing rate of 55.6%. Female seat belt use was slightly higher than male seat belt use in the Northwest and significantly higher in all other regions of Ontario (Table 13).

Female drivers were slightly more compliant than male drivers in rural areas (65.3% vs. 63.6%) and significantly more compliant in urban areas (67.6% vs. 52.2%).

Male drivers had similar wearing rates in the Northeast, West, Toronto and Central regions (Table 13). The seat belt use of Eastern male drivers was significantly higher than the seat belt use of male drivers in all other regions of the province. Male drivers in the Northwest were significantly less compliant than their regional counterparts. The above observation for male drivers was also evident for female drivers.

Female drivers had similar wearing rates in urban areas and rural areas (67.6% vs. 65.3%) while male drivers were significantly more compliant in rural areas (63.6% vs. 52.2% for urban areas).

3.4/ Driver Seat Belt Use by Age

The analysis of the May 1981 survey indicated that drivers 36 years of age and older had significantly higher wearing rates than drivers 35 years of age and younger. Drivers under 21 years of age represented the lowest compliancy age group in Ontario (48.6%) while drivers over 40 years of age (64.3%) and 36 to 40 years of age (62.3%) were the most compliant drivers.

Regional figures showed that seat belt use was lowest in the Northwest for most age categories and that Eastern drivers were more compliant than their regional counterparts (true for all but the 26 to 30 age category). No other patterns developed across the six age categories in the remaining regions of the province.

Drivers aged 26 to 30 and over 40 were slightly more compliant in rural areas than urban areas while drivers aged 21 to 25, 31 to 35 and 36 to 40 were significantly more compliant in rural areas. However, younger drivers under 21 years of age were more compliant in urban areas than rural areas (Table 14).

3.5/ Driver Seat Belt Use by Age by Sex

Provincial comparisons showed that female drivers in Ontario were significantly more compliant than male drivers for all age categories (Table 15). Higher female seat belt use was also observed for all urban comparisons, although this was not as evident in rural areas. The pattern towards higher female compliancy was not visible in the Northwest for each age category but was predominant in a vast majority of the comparisons (28 out of 30) in the remaining regions of Ontario.

The analysis of Ontario wearing rates indicated that male drivers, 25 years of age and younger, had significantly lower seat belt use than their older male counterparts (Table 15). The most compliant male drivers in the province were over 40 years of age (a seat belt use rate of 60.4%).

Female drivers over 40 years of age represented the most compliant age group (74.6%) in Ontario. Older female drivers, 36 and over, were significantly more compliant than younger females (Table 15).

The two highest regional wearing rates, 89.0% and 86.0%, occurred in the East for female drivers aged 31 to 35 and 36 to 40, respectively. Meanwhile, the two highest regional rates for male drivers, 71.1% and 69.4%, were also in the East for males 36 to 40 and 21 to 25 years of age, respectively.

3.6/ Driver Seat Belt Use by System Installed

The analysis of driver seat belt use for the type of system installed in cars showed that 79.4% and 9.8% of the vehicles sampled were equipped with automatic three-point systems and automatic lap and manual shoulder systems, respectively. The remaining seat belt systems (manual three-point, automatic lap and shoulder, manual lap and shoulder, automatic lap and manual lap) comprised 10.8% of the sample.

Drivers operating cars equipped with automatic three-point systems (seat belt use of 62.2%) were significantly more compliant (Table 16) than

drivers in vehicles equipped with other systems (a range of 24.9% for manual three-point systems to 54.4% for automatic lap and manual shoulder systems).

3.7/ Driver Seat Belt Use by Car Year

Drivers of 1973 and older model automobiles were significantly less compliant (seat belt use range of 39.4% to 54.0%) than drivers of 1974 to 1981 model cars (a seat belt use range of 57.0% to 65.1%). This pattern was also evident in both the urban and rural areas of the province. It should be mentioned that 91.7% of the 1974 to 1981 model automobiles (N = 5580) sampled were equipped with automatic three-point systems. These systems were required by legislation enacted in 1973 by the federal government.

Driver seat belt use by model year was highest for 1980 model year cars (65.1%) and lowest for 1964 to 1967 model year cars (39.4%).

Regional analyses indicated that driver seat belt use was highest in the East and lowest in the Northwest for most model year categories (Table 17). No other regional patterns developed.

3.8/ Driver Seat Belt Use by Make of Car (Unweighted)

North American makes comprised 87.0% (N = 6251) of the sample, including expressways. Unweighted usage was highest for American Motors (65.0%) and lowest for Cadillac (48.2%) and Lincoln/Mercury drivers (49.8%).

Imported makes made up 13.0% of the sample (N = 934). Unweighted usage for the three major foreign manufacturers, Japanese (62.1%), German (63.8%) and Swedish (66.2%) was significantly higher than most North American makes (Table 18). Seat belt use for all North American makes combined was 57.3% while seat belt use for all imported makes combined was 61.7%.

3.9/ Driver Seat Belt Use by Model of Car

Driver seat belt use was examined for the model of the automobile. No significant patterns developed and seat belt use varied considerably by model for each of the manufacturer groups (Table 19). Note, seat belt use for a particular model was included in Table 19 if 10 or more cars of that model were sampled.

3.10/ Driver Seat Belt Use by Size of Car

The survey showed that drivers of small cars had higher seat belt use (64.3%, N = 1472) than drivers of other cars (59.2%, N = 5420) (Table 20). The classification of car size was, in some cases, subjective. However, this was done in order to give some indication if small-car drivers used seat belts relatively more often.

4/ PASSENGER ANALYSIS, MAY 1981

4.1/ Passenger Analysis

The following sections provide a discussion of passenger restraint usage for various locational and demographic variables as well as for driver-wearing and driver-not-wearing conditions and passenger seating position. The results presented below were based on data collected from 50 sites. A total of 3397 passengers were observed.

4.2/ Passenger Seat Belt Use by Age Group

Passengers were grouped into three categories. Passengers were classified as adults, if they were 16 years of age or older; youths, if they were between 6 and 15 years of age inclusive; and children, if they were less than 6 years of age. A total of 2469 adult passengers, 197 youth passengers and 731 child passengers were noted. An overall passenger category combined the three types of passengers. Note, cell sizes were small in some cases which dictated against viable analyses.

4.2.1/ Overall

Overall passenger seat belt use was 48.9%. Passenger seat belt use was significantly below driver seat belt use in all regions of Ontario. Northwestern passengers (Table 21) (overall) represented the least compliant group (34.3%) in Ontario and were significantly less compliant than their counterparts in the Northeast (50.1%), West (45.9%), Toronto (50.0%), East (53.3%) and Central (50.7%) regions. Passengers were significantly more compliant in the rural areas of the province (52.3% rural vs. 47.5% urban).

4.2.2/ Adult

Adult passenger seat belt use in Ontario was 49.4%. The wearing rates of adult passengers were significantly lower in the Northwest (36.4%) than in the remaining regions of the province (a range of 48.3% in the Central region to 53.2% in the East). Adult passengers had significantly higher seat belt use in rural areas (53.5%) in comparison with urban areas (47.7%).

4.2.3/ Youth

Youth passengers had a provincial seat belt use rate of 41.9%. Youth passenger wearing rates were highest in the East (54.5%) and lowest in the Northwest (24.0%). Rural seat belt use was higher than urban seat belt use for youth passengers. It should be mentioned that the small sample sizes available dictated against significant analyses for this age category.

4.2.4/ Child

Child passenger restraint (combination of child safety seat and regular seat belt usage rates) was 47.1%. The wearing rates of child passengers were lower in the Northwest (27.2%) in comparison with the remaining regions of the province (a range of 39.2% in the West to 57.1% in the Central region). The seat belt use of child passengers was higher in rural areas (50.9%) than urban areas (45.4%).

4.2.5/ Between Groups

Adult passenger seat belt use (49.4%) in Ontario was significantly higher than youth seat belt use (41.9%) and slightly higher than child passenger seat belt use (47.1%). The same pattern was evident in both the urban and rural areas of the province. No definite patterns developed in regional comparisons of the passenger categories.

4.2.6/ Child Restraint by Regular Seat Belts and Child Safety Seats

A total of 731 children under 6 years of age were noted in this survey. Of this total, the survey showed that 210 children under six were restrained by child safety seats while 110 were restrained by regular seat belts.

Children under 6 years of age in Ontario were restrained by child safety seats (33.1%) to a significantly higher degree than regular seat belts (14.0%). This trend was also evident and significant in both the urban and rural areas of Ontario as well as in most regions of Ontario (Table 21).

Child safety seat use for children under six was 33.1%. Northwestern child safety seat usage (12.5%) was significantly lower than child safety seat usage in the remaining regions of the province (a range of 28.4% in the West to 42.8% in the Northeast). Central (39.1%) and Northeastern (42.8%) children were restrained by child safety seats to a greater degree than Eastern (34.8%) and Toronto (31.6%) children and to a significantly greater degree than Western (28.4%) and Northwestern children (12.5%).

Child utilization of safety seats was significantly higher in rural areas (37.6%) than in urban areas (31.1%).

Regular seat belt use for children under 6 years of age in Ontario was 14.0%. Regional rates ranged from a low of 10.8% in the West to a high of 18.0% in the Central region. Urban utilization of regular seat belts (14.4%) was slightly higher than rural usage (13.3%).

4.3/ Passenger Seat Belt Use by Discrete Age

Passenger compliancy (unweighted) with respect to age was examined in a more detailed manner in order to determine if various usage trends existed for more specific adult, youth and child categories.

The survey showed that children under 1 year of age, 1 year of age, and 2 years of age were significantly more likely to be restrained by child safety seats than regular seat belts (Table 22A). Meanwhile, children aged 4 and 5 had significantly higher regular seat belt rates. Children aged 3 were restrained almost equally by child safety seats (17.9%) and regular seat belts (19.3%). The above results were to be expected and were evident for all rural and urban comparisons as well as most regional comparisons (Table 22A).

Child safety seat utilization was highest for children 1 year of age (69.1%), while children under 1 year of age, and 2 years of age, had child safety seat rates of 53.8% and 38.9%, respectively. Regular seat belt utilization was fairly constant for children 3 years of age (19.3%), 4 years of age (21.0%) and 5 years of age (25.0%).

Passengers in their 50s and 60s had significantly higher wearing rates than younger passengers. Youths aged 6 to 15 were significantly less compliant than passengers aged 30 and older. Passengers in their 20s represented the least compliant adult passenger age group and were significantly less compliant than other adult passengers. Passengers 60 years of age and older had the highest wearing rates (62.7%) in the province (Table 22B).

4.4/ Passenger Seat Belt Use by Sex

Unweighted provincial figures indicated that 50.5% (N = 2056) of female passengers were belted while only 38.3% of male passengers were belted (N = 1146) (Table 23).

4.5/ Passenger Seat Belt Usage under Driver-Wearing and Driver Not-Wearing Constraints

The analysis of passenger seat belt use under driver-wearing and driver-not-wearing constraints indicated that there was a significantly greater tendency for passengers to be wearing restraints when the driver was wearing a seat belt (Figure 2).

Overall passenger seat belt use in Ontario was 69.0% when the driver was belted and 18.3% when the driver was not belted (Table 24A). There were no significant urban/rural differences for overall passengers under both driver constraints. Regional seat belt use was fairly constant when the driver was belted (a range of 66.6% in the West to 72.1% in the Central). Meanwhile, Northwestern passengers (5.6%) had significantly lower seat belt use than their regional counterparts (a range of 15.9% in the West to 23.8% in the Northeast) when the driver was not belted.

Adult, youth and child (regular seat belts and child safety seats) passengers had wearing rates of 72.1%, 59.5% and 57.8%, respectively, when the driver was belted, and wearing rates of 14.9%, 3.0% and 28.7%, respectively, when the driver was not belted. Urban/rural comparisons under the driver-wearing constraint showed that adults were slightly more compliant in rural areas (73.7% vs. 71.7%) while children were significantly more compliant (67.6%, rural vs. 53.6% urban). Youths had slightly

higher seat belt use in urban areas (60.2% vs. 58.1%). Regional analyses indicated that no major fluctuations existed in adult passenger seat belt use when the driver was belted (a range of 70.2% in the Central region to 74.7% in the West). However, child passenger seat belt use was lowest in Toronto (40.0%) and highest in the Central region (78.1%). The low number of youth passengers dictated against regional analyses under the driver-wearing constraint.

Adult and child passengers had slightly higher seat belt use in rural areas than in urban areas when the driver-not-wearing constraint was introduced (Table 24A). Youth compliancy was negligible in both areas. Regional figures showed that adult wearing rates were similar (a range of 12.0% in the Central region to 17.9% in the Northeast) and that child wearing rates varied greatly (a range of 5.8% in the Northwest to 52.0% in the Northeast).

Children under 6 years of age in Ontario were restrained by child safety seats (38.9%) and regular seat belts (18.9%) to a much higher degree when the driver was belted than when the driver was not belted (18.8% for child safety seat use and 9.9% for regular seat belt use). Urban, rural and regional comparisons also showed much higher wearing rates when the driver was belted for both categories of child utilization (Table 24B).

Child safety seat usage in Ontario was significantly higher than child regular seat belt use for both the driver-wearing (38.9% vs. 18.9%) and the driver-not-wearing (18.8% vs. 9.9%) constraints. This pattern was also observed in both the rural and urban areas of the province as well as in most regions (Table 24B).

4.6/ Passenger Seat Belt Use by Seating Position

In general, front-seat passengers were significantly more compliant than rear-seat passengers, and very few front- and rear-seat passengers were compliant if the driver was not.

Front-seat passengers were significantly more compliant (unweighted) than rear-seat passengers (49.6% vs. 42.6%) (Table 25A).

Adult passengers had significantly higher seat belt use in front seats (52.1%) than in rear seats (36.1%). Youth passengers were also more compliant in front seats (42.0% vs. 34.9%) while child passengers had significantly higher wearing rates (regular seat belts and child safety seats) in rear seats (50.3% vs. 33.3%).

Children under 6 years of age were restrained by child safety seats to a much higher degree in the rear of the automobile than in the front (36.5% vs. 16.3%). Meanwhile, child passengers had slightly higher wearing rates in front seats (17.0% vs. 13.8%) when only regular seat belts were considered (Table 25B). It should be mentioned that 78.1% (164 of 210) of the child safety seats being used in this survey were installed in the rear of the automobile.

Adult and youth passengers were significantly more compliant in front seats than in rear seats when the driver was belted, while children were more compliant in the rear (Table 25A). The wearing rates of front-seated adult, youth and child passengers were 78.1%, 72.5% and 47.1%, respectively, when the driver was belted (Figure 3).

The wearing rates of rear-seated adult, youth and child passengers were 49.6%, 62.3% and 60.9%, respectively, when the driver was belted (Figure 4).

Most passengers (875 of 1029) were not belted when the driver was non-compliant. Rear-seated passengers (24.3%) were more compliant than front-seat passengers (15.0%) under the driver-not-wearing constraint. Adults had slightly higher seat belt use in front seats while youths and children had higher wearing rates in rear seats.

5/ DRIVER RESPONSES TO QUESTIONNAIRE IN MAY 1981

5.1/ Driver Responses to Questionnaire

The following sections deal with the reasons given by drivers for wearing and not wearing seat belts, as well as driver perception of the time taken to be stopped by police for not wearing a seat belt. A profile is also included of the number of children under 5 years of age in the household of the driver, the number of trips taken per week (including weekends) with children under five in the car, the number of child safety seats owned by drivers and the reported frequency of child safety seat use and regular seat belt use. Driver knowledge of present legislation relating to children under 5 years of age, importance of child safety seat utilization, support of proposed child safety seat legislation and driver support of the present seat belt legislation are also presented.

5.2/ Reasons Given by Drivers for Wearing Their Seat Belts

Drivers interviewed who were wearing seat belts in this survey were asked to express their main reason for wearing their seat belt. The question was presented as a free response. Answers were either coded directly into prelisted categories or recorded in point form. The number of drivers offering reasons for wearing their seat belts totalled 3972 (56.9%).

Fifty percent (50.0%) of the drivers reported wearing their seat belts for reasons of "safety" while 35.6% reported reasons of the "law." Some drivers (4.2%) volunteered reasons of the "law and safety." "Habit" was reported by 8.8% of the wearing population. "Comfortable" (0.5%), the "buzzer" (0.6%) and "accident experience" (0.3%) reasons were mentioned less frequently.

There was a difference in the responses of urban and rural drivers. Rural drivers gave significantly more the "law" reasons than urban drivers (40.9% vs. 33.3%) while "safety" responses were significantly higher in urban areas (52.1% vs. 45.0%).

Regional analyses showed that drivers volunteered "safety" reasons to a significantly higher degree than the "law" in all regions, except the Northwest where both were given almost equally (Table 26).

5.3/ Reasons Given by Drivers for Not Wearing Their Seat Belts

Non-compliant drivers were asked to give their main reason for not wearing their seat belt. The number of interviewees who expressed reasons for not wearing their seat belt totalled 2876 (41.3% of the driver population). Reasons of "unnecessary" (26.0%), "inconvenient" (25.6%) and "forgot" (25.5%) were the most frequent responses. "Medical/physical" reasons were mentioned by 8.5% of the drivers while 4.0% replied that their seat belts were "broken." Reasons of "don't like," "my choice," "accident experience/not safe" and "in a hurry" made up 4.5%, 3.1%, 1.8% and 1.0% of the sample, respectively. There were no major response differences in the urban and rural areas of the province. The three main reasons given for not wearing seat belts (inconvenient, unnecessary and forgot) represented a large majority of the responses in all regions of Ontario (Table 27).

5.4/ Driver Perception of Time Taken To Be Stopped by the Police for Not Wearing a Seat Belt

Almost one-half of the sampled population (49.9%, N = 6015) felt that they would not be stopped by the police until after a year or more of non-compliance, or that they would never be stopped (883 drivers could not offer an estimation). The remaining 50.1% responded in the following manner: a few days (11.4%), a week (8.9%), a month (15.2%) and six months or more (14.6%). It is interesting to note that 64.5% of the drivers sampled felt that they would not be stopped until at least six months had passed, while only 11.4% (671 drivers) expected to be stopped in a few days. Regional responses to this question did not vary greatly, nor did urban and rural responses (Table 28).

Driver perception of the time taken to be stopped by the police for not wearing a seat belt was also examined for both the driver-wearing and the driver-not-wearing groups (Table 29). A period of a year or more before

being stopped by the police was estimated by a significantly greater number of non-compliant drivers (57.2%, N = 2464) than compliant drivers (43.2%, N = 3465). These results were to be expected and indicated that shorter enforcement times were more likely to be predicted by compliant drivers than non-compliant drivers (Table 29).

5.5/ Profile of Children under 5 Years of Age in the Household of the Driver, Ownership of Child Safety Seat(s), Number of Trips Taken per Week with Children under Five in the Car and Reported Frequency of Child Safety Seat Use and Regular Seat Belt Use

Several variables were examined in order to provide additional background information about the households of the sampled drivers. These variables included the number of children under five in the household of the driver, number of trips taken by drivers per week (including weekends) with children under five in the car, number of child safety seats owned by drivers, frequency of child safety seat use and regular seat belt use of children under 5 years of age as reported by drivers.

5.5.1/ Number of Children under 5 Years of Age in the Household of the Driver

In the sample, 1196 of the drivers (17.2%) had at least one child under 5 years of age in their household. Of these drivers, 781 (65.3%) had one child under five, and 361 (30.2%) had two children under 5 (Table 30).

5.5.2/ Number of Trips Taken by Drivers per Week with Children under Five in the Car

Table 31 shows that 1154 drivers took at least one trip during the week (including weekends) with children under 5 years of age in the car. Of these drivers, 716 (62.0%) took between 1 and 5 trips, 309 (26.8%) took between 6 and 10 trips, and 129 (11.2%) took 11 or more trips. Forty-two (42) drivers did not travel with children under five.

5.5.3/ Number of Child Safety Seats Owned by Drivers

It should be mentioned that 69.1% (N = 1196) of the drivers who had at least one child under 5 years of age also owned at least one child safety seat.

Of the sampled drivers, 826 had at least one child safety seat. Of these drivers, 624 (75.5%) owned one child safety seat while 187 owned two child safety seats (22.6%) (Table 32). For households with one child under 5 years of age, 460 drivers (58.9%) owned one child safety seat and 276 drivers (35.3%) did not own a child safety seat. Meanwhile, for households with two children under 5 years of age, 133 drivers (36.8%) owned two child safety seats, 145 drivers owned one child safety seat (40.2%) and 80 drivers (22.2%) did not own a child safety seat. These results indicated that drivers were more likely to own a child safety seat if more than one child under 5 years of age resided in the household (Table 33). There was no relationship between the number of trips taken per week by drivers with children under five in the car and the number of child safety seats owned by drivers. Most drivers owned one child safety seat regardless of the number of trips they took (Table 34).

5.5.4/ Reported Frequency of Child Safety Seat Use and Regular Seat Belt Use of Children under 5 Years of Age

The survey showed, when considering only drivers who had children under 5 years of age in the household and also owned at least one child safety seat, that 57.7% of the children under five in the households of these drivers were reported to use child safety seats "always," while 21.7% were reported to "never" use child safety seats. In general, children under five were reported to use child safety seats more frequently than regular seat belts by drivers who owned child safety seats (Table 35). In comparison, 37.1% of the children under five in the households of drivers who did not own child safety seats were reported to use regular seat belts "always" while 22.9% were reported to "never" use regular seat belts (Table 36).

It is noteworthy that 45.3% of children under 5 years of age were reported to use regular seat belts "always" if the driver had reported that there was only one child under five in his/her household, and that this child "never" used a child safety seat even though one was available.

It is interesting to note that the percentage of children under five (of drivers who have children under five and own at least one child safety seat) who were reported to use child safety seats "always" did not fluctuate greatly when examining the number of trips taken by drivers with children under five in the car (Table 37). In comparison, the percentage of children under five (of drivers who have children under five but do not own a child safety seat) who were reported to use regular seat belts "always" was more variable (Table 38).

Drivers who reported that children under five in their household used child safety seats (regular seat belts) "always" and were also observed with children under five in the car tended to slightly overestimate child safety seat (regular seat belt) use. Child safety seat usage of children under five in the sampled cars was 91.7% if drivers reported that children under five in their household used child safety seats "always." Meanwhile, regular seat belt usage of children under five in the sampled cars was 81.0% if drivers reported that children under five in their household used regular seat belts "always" (Table 39).

5.6/ Driver Knowledge of Present Legislation Relating to Children under 5 Years of Age

In Ontario, children "under the age of five and weighing less than 23 kg are not required to wear regular seat belts or child safety seats."

Drivers in Ontario were not sure of the present legislation relating to children under five because 55.8% thought that a present law existed that required child safety seats (Table 40) and 44.2% believed that these children were required to use regular seat belts. These patterns were also evident in all regional, rural and urban comparisons (Table 41).

The survey showed that 53.4% of the belted drivers sampled felt that child safety seats were required for children under 5 years of age compared to 58.4% of the unbelted drivers (Tables 42 and 43). Likewise, 39.3% of the belted drivers sampled felt that regular seat belts were required compared to 44.5% of unbelted drivers (Tables 44 and 45).

Drivers wearing their seat belts for reasons of "law," "safety" or "habit" responded similarly to questions relating to child safety seat use and regular seat belt use (Tables 42 and 43).

Drivers not wearing their seat belts for reasons of "inconvenient," "unnecessary" or "forgot" responded similarly to questions relating to child safety seat use and regular seat belt use for children under 5 years of age (Tables 44 and 45).

This was also true of most of the remaining not-wearing groups.

Knowledge of the present legislation and how it relates to children under five was examined provincially for interviewees with children under 5 years of age and for drivers who did not have children under five. The survey showed that 43.0% (N = 1194) of the drivers sampled with children under five thought that child safety seat use was mandatory (Table 46) compared to 58.5% (N = 5764) of the drivers who did not have children under five. However, 50.9% of the drivers with children under five believed that regular seat belt use was mandatory in comparison with 42.8% of the drivers who did not have children under five. These results show that drivers with children under 5 years of age were more knowledgeable of the present legislation relating to child safety seat use but were not as sure as the drivers who did not have children under five when questioned about regular seat belt utilization (Table 47).

Driver knowledge of the present legislation relating to children under 5 years of age was also examined for drivers who had children under 5 years of age in the household and did (or did not) own child safety seats.

Drivers who owned child safety seats were significantly more likely (43.4%, N = 822) to believe that child safety seats were required by law (Table 48) than drivers who did not own child safety seats (36.6%, N = 372) but had children under five in the household. Both groups responded similarly when asked if regular seat belts were required by law for children under 5 years of age (48.1% for drivers with child safety seats compared to 46.2% for drivers who did not own child safety seats) (Table 49).

5.7/ Rated Importance by Drivers of Child Safety Seat Utilization for Children under 5 years of Age

Drivers were asked if they thought it was important for children under 5 years of age to use child safety seats. A vast majority, 6516 of the 6948 interviewed drivers (93.7%), believed that it was important. This pattern was evident in both the rural and urban areas of Ontario as well as in all regions (Table 50).

Of the drivers who considered child safety seat use to be important, 69.2% supported the present seat belt law (compared to 69.7% of the overall population) and 87.0% would support a law that required child safety seats for children under five (compared to 82.3% of the overall population).

Belted drivers considered child safety seat use by children under five to be of slightly more importance than did unbelted drivers (95.1% vs. 92.1%) (Tables 51 and 52).

Drivers who were not wearing their seat belts because they had "forgot" considered child safety seat use to be slightly more important than drivers who were not wearing their belts for reasons of "inconvenience" or "unnecessary" (Table 52).

A greater percentage of drivers without children under five felt that child safety seats were important in comparison with drivers who had children under five (94.4% vs. 90.3%) (Table 53).

Drivers who had children under 5 years of age in the household and also owned at least one child safety seat considered child safety seat utilization by children under five to be significantly more important (95.0%, N = 821) than drivers who had children under five in the household (Table 54) but did not own child safety seats (80.6%, N = 372).

5.8/ Driver Support of Proposed Child Safety Seat Legislation

Drivers interviewed at the roadside for this survey were asked to indicate their opinion towards a law that would require child safety seat use for children under 5 years of age. Provincial estimates reported in Table 55 indicated that 82.3% of Ontario drivers were in favour of such a law. Rural drivers were slightly more supportive than urban drivers (83.1% vs. 81.9%). Meanwhile, drivers in the Western region of Ontario favoured the proposed law to a lesser degree (78.0%) than their regional counterparts (a range of 82.8% in the Central region to 86.5% in the Northeast).

Compliant drivers would support a child safety seat law to a significantly higher degree than non-compliant drivers (84.9% vs. 79.9%) (Tables 56 and 57).

The results also showed that drivers wearing their seat belts for reasons of "safety" or "habit" would support mandatory child safety seat law to a significantly greater degree than drivers wearing their seat belts for reasons of the "law" (Table 56).

Drivers who were non-compliant because they "forgot" to wear their seat belts favoured a mandatory child safety seat law to a significantly greater degree than drivers who were not wearing their seat belts for reasons of "inconvenience" or "unnecessary" (Table 57).

A significantly greater percentage of drivers without children under five would favour a child safety seat law (83.6%) in comparison with drivers (Table 58) who had children under five (76.0%).

Drivers who had children under 5 years of age in the household and also owned at least one child safety seat (Table 59) favoured a proposed child safety seat law to a significantly higher degree (83.4%, N = 818) than drivers who did not own a child safety seat but had children under five in the household (64.3%, N = 370).

5.9/ Driver Attitude toward Present Seat Belt Law

A majority of Ontarians (68.7%, N = 4641) were in favour of the present seat belt law (Table 60). Urban drivers were significantly more in favour than rural drivers (70.9% vs. 63.7%). Drivers in Toronto (75.1%) supported the law to a significantly higher degree than their regional counterparts (a range of 60.6% in the Northwest to 69.7% in the Central region).

Tables 61 and 62 show driver attitude to the present seat belt legislation for both the reason-wearing and reason-not-wearing groups. Provincial figures indicated that compliant drivers were significantly more in favour of the law than non-compliant drivers (77.2% vs. 53.5%).

Drivers who were wearing their seat belts for reasons of the "law" (61.6%) were significantly less in favour of the law than drivers who were wearing their seat belts for reasons of "safety" (87.2%) and "habit" (80.2%). This suggests that drivers were more favourable to the present legislation if they were wearing their seat belts for reasons other than "required by law" (Table 61).

Drivers who "forgot" to wear their seat belts were significantly more supportive of the law (68.3%) than "inconvenient" (45.5%) and "unnecessary" (53.2%) drivers. The "accident experience/not safe" (13.3%) and "don't like" (16.3%) groups (Table 62) were very negative when questioned about the present seat belt law.

Drivers with children under 5 years of age (Table 63) were slightly less supportive (66.2%) of present legislation than drivers who did not have children under five (69.2%).

Drivers who had children under 5 years of age in the household and also owned at least one child safety seat were more in favour of the present seat belt law (66.5%), but not significantly, than drivers who had children under five (Table 64) in the household but did not own child safety seats (61.4%).

6/ SATURDAY ANALYSIS FOR 14 SITES

6.1/ Saturday Analysis

The Saturday survey sampled driver seat belt use and attitude as well as passenger seat belt use at 14 sites throughout Ontario. These 14 sites were also sampled on weekdays. Seat belt use and attitude had not been sampled in the past on Saturdays. The seat belt use and attitude data collected on Saturdays was used in comparison with data collected at the same (14 matching) sites on weekdays. Emphasis was placed on comparisons of restraint and attitude data related to children under 5 years of age. These comparisons provided insight into whether Saturday/weekday seat belt use and attitude differences existed and, if so, to what degree.

Saturday seat belt use and attitude data were collected from only 14 weekday sites because it was economically unfeasible as well as organizationally impracticable to duplicate the entire sampling process on Saturdays. However, the 14 Saturday sites were distributed across the six regions of the province.

In the subsequent sections, Saturday seat belt use (attitude) refers to drivers, or passengers, surveyed on a Saturday. All comparisons are between the 14 sites sampled on both Saturdays and weekdays. Both Saturday (14 sites) and weekday (14 sites) figures were unweighted.

6.2/ Saturday Seat Belt Use and Weekday Seat Belt Use of Drivers

Driver seat belt use in Ontario on Saturdays was similar to driver seat belt use (Table 65) recorded on weekdays (61.9% vs. 59.8%).

The survey showed that male drivers were more compliant (Table 66) on Saturdays (60.2%) than on weekdays (55.2%) while the seat belt use of female drivers was similar on Saturdays (66.3%) and weekdays (67.2%).

The seat belt use of drivers over 40 years of age was similar on Saturdays (63.9%) and weekdays (65.0%). Seat belt use for all remaining age categories (under 21, 21 to 25, 26 to 30, 31 to 35 and 36 to 40) was higher on Saturdays (Table 67).

6.3/ Saturday Seat Belt Use and Weekday Seat Belt Use of Passengers

Overall passenger seat belt use on Saturdays was similar to overall passenger seat belt use recorded on weekdays (50.4% vs. 49.5%). It is interesting to note that the number of passengers observed on Saturdays totalled 1666 while 972 passengers were observed on weekdays (14 sites). These results indicated that the passengers per car sampled ratio on Saturdays was 0.901 while the weekday ratio was 0.499. (The likelihood of more shopping trips, visiting, etc. is greater on Saturdays than weekdays; therefore, a greater number of Saturday passengers can be expected.)

The wearing rates of adult passengers were almost equal on Saturdays and weekdays as were the wearing rates of youth passengers (Table 68). Child passengers had higher overall seat belt use on Saturdays (46.3%) than on weekdays (41.6%).

Regular seat belt use for children under 6 years of age was 23.8% on Saturdays compared to 14.5% on weekdays. Meanwhile, child safety seat use was lower on Saturdays (22.5%) vs. 27.1% on weekdays (Table 69).

When examining the discrete age categories of children under six, the survey showed that the regular seat belt use of children 5 years of age was much higher on Saturdays than weekdays. Regular seat belt use for all other age categories was similar on Saturdays and weekdays (Table 70). Meanwhile, comparisons of child safety seat use were more variable. Viable comparisons could not be made for all age categories because of the small sample sizes available.

6.4/ Saturday and Weekday Attitudes of Drivers

The results shown below indicate that driver attitude was similar on Saturdays and weekdays.

The reasons given by drivers for wearing their seat belts (Table 71) were similar on Saturdays and weekdays. Major reasons given for wearing seat belts on Saturdays included the following: "law" (34.6%), "safety" (46.5%) and "habit" (12.8%). Meanwhile, weekday drivers offered the following reasons: "law" (36.3%), "safety" (47.9%) and "habit" (12.0%).

The reasons given by drivers for not wearing seat belts were also similar on Saturdays and weekdays. Major reasons given by drivers sampled on Saturdays for not wearing seat belts included the following: "inconvenient" (20.5%), "unnecessary" (28.7%) and "forgot" (24.9%). In comparison, drivers sampled on weekdays gave the following reasons for not wearing their seat belts: "inconvenient" (22.5%), "unnecessary" (28.7%) and "forgot" (23.1%) (Table 72).

Drivers in Ontario on both Saturdays and weekdays (14 sites) felt that it was rather unlikely that they would be stopped by the police for not wearing their seat belts. Unweighted Saturday estimates showed that 47.9% of the drivers thought that it would be a year or more before they were stopped by police compared to 47.6% of weekday drivers (Table 73). Only 12.3% of Saturday drivers and 11.2% of weekday drivers expected to be stopped after only a few days of non-compliance.

The number of children under five in the household of the driver (Table 74), the number of trips taken by drivers per week with children under five in the car (Table 75), the number of child safety seats owned by drivers (Table 76), and the reported frequencies of usage of child safety seats (Table 77) and regular seat belts (Table 78) by children under five were compared for weekdays and Saturdays. No major Saturday/weekday differences were noted for the above variables.

The relationship between the number of child safety seats owned and the number of children under five in the household was similar for weekdays and Saturdays as well.

Both Saturday and weekday drivers were not sure of the present legislation relating to children under five as 55.8% and 56.3%, respectively, felt that there was a law that required child safety seat use (Table 79). Meanwhile, 42.6% of Saturday drivers and 41.6% of weekday drivers believed that children under five were required to use regular seat belts (Table 80).

Saturday and weekday drivers responded similarly when asked if a law requiring child safety seat utilization was important. Most Saturday (95.4%) and weekday (93.0%) drivers considered such a law to be important (Table 81).

Saturday and weekday drivers would also support a law requiring child safety seat usage (Table 82) for children under 5 years of age to the same degree. About eighty-five percent (85.2%) of Saturday drivers and 83.0% of weekday drivers indicated support of the proposed legislation.

Both Saturday and weekday drivers expressed similar support (Table 83) of the present seat belt law. About sixty-nine percent (69.2%) of Saturday drivers were in favour of the present seat belt law compared to 67.5% of weekday drivers.

7/ EXPRESSWAY ANALYSIS

Two expressway sites were included in the May 1981 survey. These sites were located on a ramp leading to Highway 401 near Woodstock (Western region) and at a service centre on Highway 400 between the Major Mackenzie and King City Interchanges (Central region). The survey sampled 134 cars at the Highway 400 site and 119 cars at the Highway 401 site. Driver seat belt use, passenger seat belt use and driver attitude were recorded at these two sites.

7.1/ Expressway Driver Seat Belt Use

Driver seat belt use at the two expressway sites (total) did not change appreciably from May 1978 (69.0%) to May 1981 (69.2%). A total of 253 drivers were sampled in 1981.

Female seat belt use on the expressways was 78.7% (N = 47) compared to 67.8% for male drivers (N = 202).

Expressway seat belt use was 72.9% for drivers over 30 years of age and 56.9% for drivers aged 30 and under (Table 84).

7.2/ Expressway Passenger Seat Belt Use

A total of 149 passengers were observed. Overall passenger seat belt use decreased by 10.7% from 1978 (62.4%) to May 1981 (51.7%).

Adult passengers comprised 89.3% of the expressway passenger population and had a wearing rate of 52.6% (Table 85).

7.3/ Driver Responses to the Questionnaire

The opinions expressed by expressway drivers were similar to the opinions offered by weekday drivers (50 sites) and Saturday drivers (14 sites).

Most drivers on expressways (Table 86) wore their seat belts for reasons of the "law" (42.8%) or "safety" (40.5%). Non-compliant drivers (Table 87) gave reasons of "forgot" (26.3%), "inconvenient" (21.1%), "unnecessary" (14.5%), "my choice" (14.5%) and "don't like" (7.9%).

Only 13.9% of expressway drivers estimated that they would be stopped by the police in a few days for not wearing their seat belt while 59.9% did not expect to be stopped until after six months or more of non-compliance (Table 88).

More than half (53.8%) of the drivers sampled on expressways felt that child safety seats were required by law for children under five while 43.5% believed that these children were required to use regular seat belts (Tables 89 and 90).

Most expressway drivers considered the use of child safety seats by children under 5 years of age to be important (94.1%), and 78.7% would support a law that required child safety seat use (Tables 91 and 92).

A majority of expressway drivers (58.2%) supported the present seat belt legislation (Table 93).

8/ SUMMARY

8.1/ Summary of Driver Seat Belt Use

In general, seat belt usage has been declining over the past three years. Driver seat belt usage decreased by 5.1% from May 1978 to May 1981 (64.4% vs. 59.3%, respectively). Significant decreases in driver seat belt use occurred in Toronto (down 10.3%), the East (down 6.2%) and the West (down 4.3%) while the Northwest and Northeast remained at the same levels. Central seat belt use decreased by 3.0% (62.0% to 59.0%).

Driver seat belt usage was higher in rural areas than in urban areas. It is noteworthy that rural seat belt usage remained almost unchanged at 64.7% in 1978 vs. 64.0% in 1981 while a considerable drop in seat belt usage occurred in urban areas (64.4% in 1978 to 57.2% in 1981).

Female drivers were significantly more compliant than male drivers. Female drivers in 1981 had a seat belt usage of 66.9% as compared to male drivers (55.6%). This pattern was also evident in the 1978 survey. Seat belt use for both sexes decreased significantly from 1978.

The survey revealed that older drivers, in general, tended to wear their seat belts more often than younger drivers. Drivers over 40 years of age and 36 to 40 years of age (seat belt use of 64.3% and 62.3%, respectively) had the highest usage rates. Drivers under 21 years of age had the lowest usage rate (48.6%). The relative distribution of seat belt usage for the various age categories is generally similar in 1978 and 1981. Female drivers had higher usage rates than male driver in all age categories.

Most of the automobiles in 1981 were equipped with automatic three-point seat belt systems (79.4%). In general, drivers of automobiles with this type of seat belt system had a higher usage level (62.2%) than drivers with automobiles equipped with other systems (seat belt use range of 24.9% to 54.4%). A similar pattern was observed in 1978.

Drivers of newer model cars (1974 to 1981) had a significantly higher usage level (a seat belt use range of 57.0% to 65.1%) than drivers of 1973 and older model cars (a seat belt use range of 39.4% to 54.0%).

Drivers of foreign-manufactured cars had a higher level of usage (61.7%) than drivers of North American makes (57.3%).

8.2/ Summary of Passenger Seat Belt Use

Overall passenger seat belt use continued to be significantly below driver seat belt use in all regions of Ontario. Passenger seat belt use increased slightly from May 1978 (47.0%) to May 1981 (48.9%).

Similar to driver seat belt use, passenger seat belt use in rural areas was higher than in urban areas (52.3% vs. 47.5%).

Female passengers had significantly higher seat belt usage rates than male passengers (50.5% vs. 38.3%). This pattern was also evident in 1978.

When examining specific age groups, the analysis showed that adult passenger wearing rates remained at the same level (50.3% in 1978 vs. 49.4% in 1981) as did youth passenger wearing rates (41.4% to 41.9%) while child passenger wearing rates increased significantly (37.8% to 47.1%). Child safety seat usage increased significantly from 1978 to 1981 (21.0% to 33.1%) whereas regular seat belt usage for children declined slightly by 2.8% from 16.8% to 14.0% in 1981.

Passengers 60 years of age and older had the highest usage level (62.7%) for passengers. Adult usage level increased as age category increased.

Child safety seat use was significantly greater than regular seat belt use for children under 1 year of age (53.8% vs. 2.6%), children 1 year of age (69.1% vs. 6.4%) and children 2 years of age (38.9% vs. 11.4%).

Three years of age seemed to be a "critical" age with respect to type of restraint used. Children 3 years of age were restrained almost equally

by child safety seats (17.9%) and regular seat belts (19.3%). Child safety seat use was significantly lower than regular seat belt use for children 4 years of age (9.6% vs. 21.0%) and 5 years of age (2.9% vs. 25.0%). The relative distribution is generally consistent with those observed in the 1978 survey.

There was a greater tendency for passengers to be wearing restraints when the driver was wearing a seat belt. A significantly greater proportion of passengers were restrained when the driver was wearing a seat belt (69.0%) than when the driver was not belted (18.3%). Children were restrained by child safety seats and regular seat belts to a significantly higher degree when the driver was belted (38.9% and 18.9%, respectively) than when the driver was not belted (18.8% and 9.9%, respectively).

Front-seat passengers, in general, had a higher level of usage than rear-seat passengers (49.6% vs. 42.6%). This observation was true for adult passengers (52.1% vs. 36.1%) and youth passengers (42.0% vs. 34.9%). However, it was observed that child passengers had a higher level of seat belt/child restraint usage in the rear seat (50.3%) as compared to the front seat (33.3%).

Front-seated children were restrained almost equally by regular seat belts (17.0%) and child safety seats (16.3%). However, rear-seated children were restrained by child safety seats (36.5%) to a significantly higher degree than regular seat belts (13.8%).

8.3/ Summary of Driver Responses to the Questionnaire

Driver responses to various questions relating to children under 5 years of age, child safety seats, regular seat belts and the present seat belt law are summarized in the following sections.

8.3.1/ Reasons for Wearing/Not Wearing Seat Belts

"Safety" and the "law" were identified as the main reasons for drivers wearing seat belts. Fifty percent (50.0%) of the drivers using seat

belts said safety was a main factor in their use and 35.6% mentioned the law. Other responses were less frequent. The relative distribution of responses in 1981 was similar to those given in 1978.

Drivers not using seat belts mentioned "unnecessary" (26.0%), "inconvenient" (25.6%) and "forgot" (25.5%) as their main reasons for not wearing their seat belt. About twenty-three percent (23.0%) of the drivers not wearing their seat belts gave other responses. Comparing driver responses in 1978 and 1981 revealed that in 1981 there were more "unnecessary" and "forgot" responses and fewer "inconvenient" and "other" responses.

8.3.2/ Perception of Enforcement

In general, it can be inferred from the survey that drivers did not perceive a high level of enforcement of the seat belt law in their driving area, and that the perception of the enforcement level has declined since 1978. Almost half (49.9%) of the drivers sampled in 1981 felt that it would be a year or more before they were stopped by police for not wearing their seat belts compared to 40.0% of the drivers sampled in 1978.

8.3.3/ Profile of Children under Five in the Household, Ownership of Child Safety Seat(s), Number of Trips Taken with Children under Five in the Car and Reported Frequency of Child Safety Seat Use and Regular Seat Belt Use

A total of 6961 drivers were surveyed. Of this total, 1196 (17.2%) had children under the age of 5 in their household. Most of the drivers (69.1%) with children under 5 years of age in their household also owned at least one child safety seat.

Of the drivers with children under 5 years of age, 62.0% made between 1 and 5 trips per week with children under five in the car, 26.8% made between 6 and 10 trips per week and 11.2% made 11 or more trips.

The survey showed, when considering only drivers who had children under 5 years of age in the household and who also owned at least one child safety seat, that 57.7% of the children in the households of these drivers were reported to use child safety seats "always" while 21.7% were reported to "never" use child safety seats. In general, children under five were reported to use child safety seats more frequently than regular seat belts by drivers who owned child safety seats. In comparison, 37.1% of the children under five in the households of drivers who did not own child safety seats were reported to use regular seat belts "always" while 22.9% were reported to "never" use regular seat belts.

No discernable pattern with respect to the number of trips taken with children under 5 years of age in the car and reported child safety seat and regular seat belt usage was observed.

8.3.4/ Driver Knowledge of the Present Seat Belt Legislation Relating to Children under Five

In general, drivers were not sure of the present legislation in Ontario as it relates to children under 5 years of age. About 56% of the drivers surveyed thought that children under 5 years of age were required by law to use child safety seats, whereas 18.5% said child safety seat usage was not required and 25.7% were uncertain.

There was a small difference in opinion between drivers who were wearing seat belts and drivers who were not wearing seat belts. Of the drivers not wearing seat belts, 58.4% thought child safety seat use was required by law as compared to 53.4% of the drivers who were belted.

It is noteworthy that 43.0% of the drivers with children under 5 years of age thought that child safety seats were required by law. By comparison, a much larger percentage of drivers (58.5%) without children under five thought child safety seats were required by law.

Of the drivers who had children under five and owned child safety seats, 43.4% felt that child safety seats were required by law compared to 36.6% of the drivers who had children under five but did not own child safety seats.

Drivers were also asked if children in Ontario under 5 years of age are required by law to use regular seat belts. In general, fewer drivers felt that children under 5 years of age were required by law to use regular seat belts than child safety seats. Forty-four percent (44.2%) of the drivers surveyed felt that children under 5 years of age were required by law to use regular seat belts; 34.1% said it was not required; and 21.4% did not know.

Similar to the question on child safety seat requirement, a greater percentage of drivers not wearing seat belts felt regular seat belt use was required than drivers who were wearing seat belts (44.5% vs. 39.3%).

About forty-three percent (42.8%) of drivers without children under five thought that regular seat belts were required by law. By comparison, a greater percentage of drivers (50.9%) with children under five thought that regular seat belts were required by law.

It is noteworthy that a greater percentage of drivers with children under 5 years of age felt that regular seat belt usage was required by law than child safety seats. However, a greater percentage of drivers without children under 5 years of age felt that child safety seat use was required by law than regular seat belt use.

Of the drivers who had children under five and owned child safety seats, 48.1% felt that regular seat belts were required by law compared to a similar percentage of drivers (46.2%) who had children under five but did not own child safety seats.

8.3.5/ Importance of Child Safety Seat Utilization by Children under 5 Years of Age

A large percentage of drivers (93.7%) felt it was important for children under 5 years of age to use child safety seats. Only 3.4% of the drivers said it was not important and 2.9% did not know or gave another response.

A greater percentage of belted drivers felt it was important (relatively) for children under 5 years of age to use child safety seats than unbelted drivers (95.1% vs. 92.1%).

It is noteworthy that a greater percentage of drivers without children under 5 years of age felt it was important for children under five to use child safety seats than drivers who had children under 5 years of age (94.4% vs. 90.3%).

A much greater percentage of the drivers who had children under five and owned child safety seats considered child safety seat usage to be important (95.0%) in comparison with 80.6% of the drivers who had children under five but did not own a child safety seat.

8.3.6/ Driver Support of Proposed Child Safety Seat Legislation

Most drivers surveyed (82.3%) would favour a law requiring child safety seats for children under 5 years of age.

Drivers wearing seat belts tended to favour a child safety seat law more than drivers who were not wearing seat belts. Overall, 84.9% of drivers wearing seat belts favoured this type of legislation as compared to 79.9% of unbelted drivers.

It is important to note that over three-quarters of the drivers with children under 5 years of age (76.0%) would favour a law requiring mandatory child safety seat usage for children under five and only 20.7% would be opposed to such a law. However, 83.6% of drivers without children under five would support this type of legislation and only 11.6% would oppose it. It is noteworthy that drivers without children under 5 years of age would support this type of legislation more than drivers with children under five.

A much greater percentage of drivers who had children under five and owned child safety seats would support proposed child safety seat legislation (83.4%) in comparison with drivers who had children under five but did not own child safety seats (64.3%).

8.3.7/ Driver Support of Present Seat Belt Law

Overall, 68.7% of the drivers surveyed were in favour of the present seat belt law. Slightly more than one-quarter of the drivers (25.2%) were not in favour of the law.

Driver support of the present seat belt law was higher among belted drivers than non-belted drivers. About seventy-seven percent (77.2%) of the belted drivers were in favour of the law but only 53.5% of the unbelted drivers were in support of the law.

It is interesting that 69.2% of the drivers without children under 5 years of age were in favour of the law compared to 66.2% of drivers with children under five.

Of the drivers who had children under five and owned child safety seats, 66.5% were in favour of the present seat belt law compared to 61.4% of the drivers who had children under five but did not own child safety seats.

8.4/ Saturday Seat Belt Use and Attitude (14 Sites) Summary

Seat belt use for drivers surveyed on Saturdays was similar to weekday seat belt use.

The wearing rates of adult passengers were similar for the weekday and Saturday surveys, as were the wearing rates of youth passengers. Child passengers had slightly higher overall restraint usage on Saturdays than on weekdays.

Driver responses to the questionnaire were also similar on Saturdays and weekdays.

8.5/ Expressway Summary

Expressway seat belt use (based on two sites) for drivers remained fairly constant in the last three years (69.0% in 1978 vs. 69.2% in 1981). However, passenger seat belt use decreased by 10.7% from May 1978 to May 1981 (62.4% to 51.7%).

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Table 1/ Driver Seat Belt Use by Region, Province, Rural and Urban in
May 1981, May 1978, May 1977, November 1976, March 1976 and
October 1975 (in %)

Area	May 1981	May 1978	May 1977	November 1976	March 1976	October 1975
Northwest	44.8	45.1	32.5	37.2	64.0	9.7
Northeast	58.8	56.7	45.2	33.2	55.7	14.0
West	58.4	62.7	50.3	55.5	80.6	15.8
Toronto	58.2	68.5	51.3	48.6	79.6	19.3
Central	59.0	62.0	48.1	48.2	78.0	18.0
East	67.8	74.0	49.9	56.2	73.3	17.4
Provincial	59.3	64.4	48.9	50.0	76.9	17.2
Rural	64.0	64.7	49.2	52.3	77.3	17.4
Urban	57.2	64.4	48.8	49.2	76.9	17.1

Table 2/ Driver Seat Belt Use by Sex by Region, Province,
Rural and Urban in May 1981 and May 1978 (in %)

Area	Male		Female	
	1981	1978	1981	1978
Northwest	44.4 N=503	43.2 N=561	46.1 N=343	49.7 N=189
Northeast	53.5 N=578	54.1 N=482	70.3 N=265	64.0 N=154
West	54.3 N=848	58.7 N=748	64.6 N=527	70.2 N=385
Toronto	55.3 N=582	63.4 N=499	68.3 N=211	81.0 N=194
Central	55.3 N=960	59.8 N=830	65.3 N=662	66.5 N=475
East	63.5 N=831	71.9 N=681	77.5 N=513	75.7 N=419
Provincial	55.6 N=4302	61.0 N=3701	66.9 N=2521	71.5 N=1816
Rural	63.6 N=1396	62.0 N=1147	65.3 N=811	70.5 N=578
Urban	52.2 N=2906	60.8 N=2554	67.6 N=1710	71.8 N=1238

Table 3/ Driver Seat Belt Use in Ontario by Age in May 1981 and May 1978 (in %)

Year	Under 21	21-25	26-30	31-35	36-40	Over 40
May 1981	48.6 N=323	50.6 N=759	54.6 N=806	53.5 N=1063	62.3 N=976	64.3 N=2862
May 1978	46.3 N=218	56.8 N=727	61.5 N=788	64.3 N=788	68.2 N=833	69.1 N=2069

Table 4/ Ontario Driver Seat Belt Use by System Installed in May 1981
and May 1978 (in %)

Year	Auto. 3 pt.	Manual 3 pt.	Auto.Lap & Shld.	Manual Lap&Shld.	Auto.Lap& Man.Shld.	Auto. Lap	Manual Lap
May 1981	62.2 N=5307	24.9 N=265	34.6 N=109	42.7 N=176	54.4 N=657	31.7 N=56	37.8 N=115
May 1978	69.0 N=3545	26.3 N=28	45.9 N=100	56.8 N=533	55.2 N=1017	41.3 N=83	49.2 N=258

Table 5/ Passenger Seat Belt Use in Ontario for Adults, Youth, Children (Seat Belts and Child Safety Seats) and Overall Categories in May 1981 and May 1978 (in %)

Passenger Group	May 1981 Belt Use	May 1978* Belt Use
Adult	49.4 N=2469	50.3 N=1930
Youth	41.9 N=197	41.4 N=154
Child - Seat Belt	14.0	16.8
Child - Safety Seat	33.1	21.0
Child - Total	47.1 N=731	37.8 N=568
Overall	48.9 N=3397	47.0 N=2652

* Note: May 1978 data for this table was revised slightly due to interviewer/coder discrepancies; however, only minimum adjustments were made, Dec. 1981.

Table 6/ Child Safety Seat Use, Regular Seat Belt Use and Total Belt Use of Children under Six by Discrete Age in May 1981 and May 1978 (in %)*

Age Group	Child Safety Seat Use	Regular Belt Use	Total	Child Safety Seat Use	Regular Belt Use	Total
0-1	53.8	2.6	56.4 N=78	55.1	5.1	60.2 N=78
1-2	69.1	6.4	75.5 N=94	31.3	9.6	40.9 N=105
2-3	38.9	11.4	50.3 N=149	12.6	18.0	30.6 N=111
3-4	17.9	19.3	37.2 N=140	6.7	19.0	25.7 N=115
4-5	9.6	21.0	30.6 N=167	1.8	25.7	27.5 N=113
5-6	2.9	25.0	27.9 N=68	2.2	41.3	43.5 N=46

*Unweighted

Table 7/ Passenger Seat Belt Use by Sex in May 1981 and
May 1978 (in %)*

Sex	May 1981	May 1978
Male	38.3 N=1146	41.1 N=922
Female	50.5 N=2056	48.3 N=1649

*Unweighted

Table 8/ Main Reasons Given for Wearing Seat Belts by Ontario Drivers in May 1981 and May 1978 (in %)

Year	Law	Safety	Habit	Other
May 1981 N=3972	35.6	50.0	8.8	5.6
May 1978 N=2151	38.4	47.1	7.0	7.5

Table 9/ Main Reasons Given for Not Wearing Seat Belts by Ontario Drivers in May 1981 and May 1978 (in %)

Year	Incon- venient	Unneces- sary	Forgot	Other
May 1981 N=2876	25.6	26.0	25.5	22.9
May 1978 N=964	32.7	23.3	11.5	32.5

Table 10/ Driver Estimation of Time Taken To Be Stopped for Not
Wearing Seat Belts in May 1981 and May 1978 (in %)

Year	A Few Days	A Week	A Month	6 Months or More	A Year or More
May 1981 N=6015	11.4	8.9	15.2	14.6	49.9
May 1978 N=3197	13.4	11.9	19.6	15.1	40.0

Table 11/ Support of Present Legislation by Ontario Drivers
in May 1981 and May 1978 (in %)

Year	Yes	No	Don't Know	Other
May 1981 N=6907	68.7	25.2	0.6	5.6
May 1978 N=3302	69.4	26.2	4.4	NA

Table 12/ Driver Seat Belt Use (Urban and Rural) by Region in May 1981 (in %)

Region	Urban	Rural
Northwest	35.7 N=565	61.3 N=291
Northeast	41.3 N=563	68.3 N=284
West	54.5 N=819	63.2 N=573
Toronto	58.2 N=822	NA
Central	57.5 N=1117	62.4 N=561
East	68.5 N=837	66.9 N=529
Provincial	57.2 N=4723	64.0 N=2238

Table 13/ Driver Seat Belt Use by Sex by
Region, Rural and Urban in May
1981 (in %)

Area	Male	Female
Northwest	44.4 N=503	46.1 N=343
Northeast	53.5 N=578	70.3 N=265
West	54.3 N=848	64.6 N=527
Toronto	55.3 N=582	68.3 N=211
Central	55.3 N=960	65.3 N=662
East	63.5 N=831	77.5 N=513
Provincial	55.6 N=4302	66.9 N=2521
Rural	63.6 N=1396	65.3 N=811
Urban	52.2 N=2906	67.6 N=1710

Table 14/ Driver Seat Belt Use (Percentage) by Age by Region,
Province, Rural and Urban in May 1981

Area	Under 21	21-25	26-30	31-35	36-40	Over 40
Northwest	44.3 N=40	33.4 N=90	41.5 N=117	40.5 N=141	52.6 N=76	49.8 N=359
Northeast	50.1 N=48	42.8 N=81	67.7 N=93	60.0 N=96	55.1 N=101	58.7 N=376
West	31.2 N=49	46.3 N=113	46.4 N=135	54.8 N=273	63.3 N=232	64.7 N=566
Toronto	48.8 N=38	48.9 N=100	60.0 N=103	41.6 N=127	56.6 N=154	66.2 N=299
Central	59.2 N=86	52.3 N=165	55.4 N=177	55.2 N=281	62.1 N=236	62.8 N=694
East	59.9 N=62	65.5 N=210	59.1 N=181	70.2 N=145	75.8 N=177	69.3 N=568
Provincial	48.6 N=323	50.6 N=759	54.6 N=806	53.5 N=1063	62.3 N=976	64.3 N=2862
Rural	44.2 N=85	59.7 N=211	56.9 N=221	60.2 N=324	71.2 N=312	66.6 N=1015
Urban	50.5 N=238	46.6 N=548	53.6 N=585	50.6 N=739	58.4 N=664	63.3 N=1847

Note: Some regional cell sizes are small.

Table 15/ Driver Seat Belt Use by Age by Region, Province, Rural and Urban in May 1981 (in %)

Area	Under 21		21-25		26-30	
	Male	Female	Male	Female	Male	Female
Northwest	43.8	23.4	32.5	44.8	47.5	34.7
	N=19	N=19	N=52	N=36	N=63	N=53
Northeast	47.8	58.1	20.7	77.6	60.6	74.1
	N=34	N=13	N=50	N=31	N=53	N=40
West	29.4	28.1	32.8	60.2	43.2	56.4
	N=36	N=18	N=62	N=49	N=75	N=60
Toronto	47.5	51.7	44.0	58.7	59.1	59.8
	N=30	N=5	N=64	N=32	N=71	N=30
Central	49.1	75.3	48.2	60.8	52.2	55.6
	N=54	N=28	N=94	N=66	N=85	N=89
East	58.1	63.0	69.4	64.0	51.7	73.5
	N=38	N=23	N=111	N=95	N=91	N=89
Provincial	44.5	53.0	44.3	60.6	51.6	59.1
	N=211	N=106	N=433	N=309	N=438	N=361
Rural	37.5	58.2	54.5	63.6	57.9	53.8
	N=60	N=23	N=121	N=88	N=104	N=114
Urban	47.5	50.8	39.9	59.4	48.8	61.4
	N=151	N=83	N=312	N=221	N=334	N=247

Table 15/Continued

Area	31-35		36-40		Over 40	
	Male	Female	Male	Female	Male	Female
Northwest	42.9 N=78	40.1 N=60	37.3 N=41	69.9 N=34	49.9 N=230	49.8 N=128
Northeast	53.4 N=48	77.8 N=47	53.5 N=65	60.9 N=36	53.8 N=291	73.5 N=84
West	57.6 N=151	60.6 N=117	54.6 N=139	75.0 N=92	60.6 N=376	72.2 N=184
Toronto	45.6 N=92	59.6 N=31	53.6 N=107	69.1 N=42	63.5 N=218	77.8 N=70
Central	54.7 N=131	55.6 N=139	59.8 N=131	67.6 N=101	57.8 N=450	75.1 N=219
East	59.7 N=81	89.0 N=62	71.1 N=101	86.0 N=74	65.7 N=394	80.6 N=162
Provincial	53.5 N=581	62.6 N=456	57.4 N=584	72.2 N=379	60.4 N=1959	74.6 N=847
Rural	61.5 N=176	63.4 N=144	73.6 N=190	69.0 N=120	64.9 N=706	71.3 N=292
Urban	50.0 N=405	62.3 N=312	50.3 N=394	73.6 N=259	58.5 N=1253	76.1 N=555

Note: Some regional cell sizes are small.

Table 16/ Driver Seat Belt Use by System Installed by Region,
Province, Rural and Urban in May 1981 (in %)

Area	Auto. 3 Pt.	Manual 3 Pt.	Auto.Lap & Shld.	Manual Lap&Shld.	Auto.Lap Man.Shld.	Auto. Lap	Manual Lap
Northwest	46.0 N=603	42.4 N=42	42.1 N=2	29.1 N=14	45.0 N=153	25.9 N=8	29.5 N=27
Northeast	58.8 N=597	67.6 N=122	45.0 N=4	15.9 N=15	45.2 N=68	40.7 N=1	33.7 N=13
West	61.4 N=1105	9.9 N=13	17.8 N=21	41.7 N=49	52.3 N=146	24.0 N=11	45.8 N=17
Toronto	61.9 N=637	24.4 N=8	49.2 N=23	54.3 N=22	54.7 N=31	33.4 N=6	14.8 N=9
Central	62.8 N=1234	34.2 N=73	39.1 N=49	36.4 N=47	55.1 N=148	29.6 N=12	35.1 N=21
East	68.9 N=1131	16.6 N=7	26.5 N=10	50.3 N=29	61.9 N=111	47.2 N=18	72.2 N=28
Provincial	62.2 N=5307	24.9 N=265	34.6 N=109	42.7 N=176	54.4 N=657	31.7 N=56	37.8 N=115
Rural	66.7 N=1722	24.6 N=96	17.3 N=15	42.9 N=56	54.6 N=219	43.3 N=22	42.1 N=45
Urban	60.3 N=3585	25.1 N=169	42.0 N=94	42.7 N=120	54.3 N=438	26.7 N=34	36.0 N=70

Note: Some regional cell sizes are small.

Table 17/ Driver Seat Belt Use by Car Year by Region, Province,
Rural and Urban in May 1981 (in %)

Area	1964-67	1968-71	1972-73	1974	1975	1976
Northwest	17.9 N=12	38.4 N=62	48.5 N=84	44.0 N=57	43.6 N=70	45.5 N=86
Northeast	37.6 N=11	8.0 N=30	58.0 N=69	82.0 N=53	58.0 N=58	55.3 N=107
West	46.8 N=21	44.9 N=96	50.7 N=136	58.5 N=83	48.2 N=120	60.1 N=154
Toronto	47.9 N=7	52.0 N=47	50.4 N=69	50.8 N=42	54.6 N=50	55.6 N=89
Central	11.8 N=10	49.5 N=67	53.2 N=160	58.4 N=113	57.8 N=131	62.7 N=146
East	76.4 N=14	63.7 N=88	69.1 N=123	64.9 N=100	80.4 N=120	57.4 N=161
Provincial	39.4 N=75	48.6 N=390	54.0 N=641	57.9 N=448	57.0 N=549	58.6 N=743
Rural	39.6 N=26	47.0 N=129	51.4 N=213	63.7 N=158	58.5 N=188	63.3 N=222
Urban	39.3 N=49	49.3 N=261	55.2 N=428	55.5 N=290	56.4 N=361	56.6 N=521

Table 17/Continued

Area	1977	1978	1979	1980	1981
Northwest	43.8 N=89	56.4 N=99	47.9 N=109	41.0 N=125	38.6 N=56
Northeast	60.4 N=100	58.4 N=106	62.7 N=124	64.5 N=123	48.7 N=63
West	67.0 N=168	63.2 N=165	61.0 N=151	63.9 N=183	58.3 N=126
Toronto	57.0 N=79	62.9 N=119	54.6 N=115	69.5 N=124	65.9 N=69
Central	63.1 N=169	64.2 N=225	59.1 N=245	64.9 N=239	54.7 N=141
East	74.0 N=171	69.8 N=163	72.2 N=158	67.2 N=187	62.7 N=84
Provincial	63.3 N=776	63.8 N=877	60.0 N=902	65.1 N=981	58.4 N=539
Rural	67.9 N=255	73.4 N=235	68.3 N=298	69.9 N=299	60.3 N=163
Urban	61.3 N=521	59.7 N=642	56.4 N=604	63.0 N=682	57.6 N=376

Note: Some regional cell sizes are small.

Table 18/ Driver Seat Belt Use in Ontario by
Manufacturer in May 1981 (in %)*

Manufacturer	Seat Belt Use	N
American Motors	65.0	183
Buick	58.4	474
Cadillac	48.2	83
Chevrolet	57.8	1416
Oldsmobile	58.0	548
Pontiac	61.0	840
Ford	55.2	1087
Lincoln/Mercury	49.8	303
Chrysler	51.3	390
Dodge	58.1	472
Plymouth	59.3	455
German	63.8	243
Japanese	62.1	509
British	45.7	46
French	66.7	12
Swedish	66.2	74
Italian	50.0	10
Russian	55.0	40
Jeeps	42.9	7
Total	57.8	7192

*Unweighted

Note: 52 Sites (Includes Expressways)

Table 19/ Driver Seat Belt Use by Model of Automobile
in May 1981 (in %)*

	N	Seat Belt Use
AMC		
Concord	48	77.1
Gremlin	32	59.4
Hornet	31	61.2
Pacer	24	54.2
Spirit	17	64.7
Total	152	65.1
Buick		
Century	72	58.3
Electra	14	42.9
Le Sabre	84	58.3
Regal	39	56.4
Riviera	13	61.5
Skylark	86	70.9
Limited	10	80.0
Royal Landau	11	45.5
Total	329	61.1
Cadillac		
Brougham	17	58.8
De Ville	17	52.9
Total	34	55.9

Table 19/Continued

	N	Seat Belt Use
Chevrolet		
Bel Air	37	59.5
Biscayne	18	61.1
Camaro	116	44.8
Caprice	92	68.5
Chevelle	29	58.6
Chevette	106	60.4
Corvette	26	38.5
Impala	191	59.2
Malibu	236	62.7
Monte Carlo	140	52.1
Monza	23	60.9
Nova	112	57.1
Vega	31	64.5
Citation	41	73.2
Total	1198	58.5
Oldsmobile		
Cutlass	196	64.3
Delta 88	108	52.8
Omega	41	75.6
98	35	42.9
Royale	12	58.3
Total	392	60.2

Table 19/Continued

	N	Seat Belt Use
Pontiac		
Acadian	46	67.4
Astre	21	76.2
Firebird	45	55.6
Trans-Am	17	41.2
Grand Prix	80	46.3
Laurentian	34	73.5
Le Mans	146	63.7
Parisienne	135	64.4
Phoenix	40	72.5
Sunbird	14	35.7
Ventura	32	62.5
Grand Le Mans	35	62.9
Catalina	50	72.0
Total	695	62.3

Ford

Country Squire	19	42.1
Custom	44	56.8
Fairmont	80	61.3
Galaxie	14	57.1
Granada	103	61.2
LTD	157	52.2
Maverick	50	76.0
Mustang	77	54.5
Pinto	90	60.0
Ranch Wagon	16	68.8

Table 19/Continued

	N	Seat Belt Use
Ford (continued)		
Thunderbird	95	42.1
Torino	64	54.7
Total	809	56.2
Lincoln/Mercury		
Continental	27	37.0
Bobcat	18	77.8
Comet	35	71.4
Cougar	68	54.4
Marquis	59	49.2
Mercury	49	53.1
Meteor	17	47.1
Montego	22	40.9
Zepher	30	53.3
Monarch	40	62.5
Rideau	13	38.5
Capri	30	40.0
Total	408	52.9
Chrysler		
Cordoba	92	47.8
Le Baron	38	44.7
Newport	82	48.8
New Yorker	38	57.9
Reliant	19	68.4
Total	269	50.5

Table 19/Continued

	N	Seat Belt Use
Dodge		
Aspen	97	72.2
Charger	22	27.3
Coronet	22	54.5
Dart	74	67.6
Diplomat	28	60.7
Monaco	25	64.0
Omni	40	67.5
Polara	21	57.1
Colt	22	72.7
Aries	10	70.0
Total	361	64.5
Plymouth		
Caravelle	18	55.6
Duster	45	42.2
Fury	59	52.5
Horizon	50	70.0
Scamp	14	71.4
Valiant	51	66.7
Volare	133	62.4
Arrow	10	90.0
Reliant	11	45.5
Satellite	14	35.7
Total	405	59.5

Table 19/Continued

	N	Seat Belt Use
German		
Audi Fox	15	80.0
Volkswagon	23	47.8
Beetle	22	54.5
Rabbit	116	69.8
Bug	15	66.7
Total	191	66.0
Japanese		
Datsun	31	48.4
Datsun B210	40	57.5
Datsun 510	26	65.4
Honda	27	66.7
Accord	26	57.7
Civic	90	64.4
Mazda GLC	11	100.0
Mazda	15	46.7
Toyota	24	45.8
Celeca	25	44.0
Corolla	57	75.4
Corona	24	70.8
Subaru	12	50.0
Total	408	61.8

Table 19/Continued

	N	Seat Belt Use
Swedish Volvo	34	67.6
Russian Lada	39	53.8
Grand Total	5724	59.3

*Unweighted

Note: Only models that had 10 or more cars of that type sampled were included in the table.

Table 20/ Driver Seat Belt Use by Car Size
in May 1981 (in %)*

Size of Car	Seat Belt Use of Driver	Number (N)
-------------	-------------------------------	------------

Small	64.3	1472
Other	59.2	5420

*Unweighted

Note: The major criterion used to classify the size of a vehicle was the number of cylinders that a car might have. In some instances, if a particular make of car can have four or six cylinders, a subjective decision was made. The following list of vehicle makes was treated as "small size" in this report:

- . American Motors
- . Chevrolet (Chevette, Monza, Vega, Citation)
- . Pontiac (Acadian, Astre, Phoenix, Sunbird)
- . Lincoln/Mercury (Bobcat, Comet)
- . Dodge (Omni, Colt)
- . Plymouth (Horizon, Arrow)
- . Japanese
- . German
- . Russian

Table 21/ Passenger Seat Belt Use by Age Group by Region, Province,
Rural and Urban in May 1981 (in %)

Area	Adult	Youth	Seat Belt	Child Safety Seat	Total	Overall
Northwest	36.4 N=348	24.0 N=22	14.7	12.5	27.2 N=131	34.3 N=501
Northeast	48.8 N=347	46.8 N=34	10.9	42.8	53.7 N=77	50.1 N=458
West	49.1 N=452	50.6 N=40	10.8	28.4	39.2 N=141	45.9 N=633
Toronto	51.5 N=204	34.7 N=9	12.1	31.6	43.7 N=38	50.0 N=251
Central	48.3 N=587	35.8 N=57	18.0	39.1	57.1 N=192	50.7 N=836
East	53.2 N=531	54.5 N=35	15.9	34.8	50.7 N=152	53.3 N=718
Provincial	49.4 N=2469	41.9 N=197	14.0	33.1	47.1 N=731	48.9 N=3397
Rural	53.5 N=1034	45.1 N=77	13.3	37.6	50.9 N=269	52.3 N=1380
Urban	47.7 N=1435	40.5 N=120	14.4	31.1	45.4 N=462	47.5 N=2017

Table 22A/ Child Passenger Seat Belt Use (Seat Belt and Child Safety Seat)
by Discrete Age by Region, Province, Rural and Urban in May 1981
(in %)*

Area	0-1	1-2	2-3	3-4	4-5	5-6
Northwest	B 00.0	27.3	10.3	7.7	17.2	22.7
	A 60.0 N=10	45.5 N=11	17.2 N=29	11.5 N=26	NA N=29	NA N=22
Northeast	B 10.0	00.0	00.0	20.0	9.1	25.0
	A 30.0 N=10	80.0 N=10	53.3 N=15	10.0 N=20	27.3 N=11	NA N=4
West	B 00.0	00.0	13.6	20.8	14.3	13.3
	A 60.0 N=20	52.9 N=17	18.2 N=22	12.5 N=24	2.9 N=35	00.0 N=15
Toronto	B 00.0	00.0	22.2	20.0	7.7	00.0
	A 33.3 N=3	83.3 N=6	44.4 N=9	20.0 N=5	15.4 N=13	00.0 N=0
Central	B 04.0	11.5	15.0	17.1	28.6	16.7
	A 56.0 N=25	73.1 N=26	55.0 N=40	34.3 N=35	16.3 N=49	8.3 N=12
East	B 00.0	00.0	8.8	30.0	30.0	46.7
	A 60.0 N=10	79.2 N=24	44.1 N=34	13.3 N=30	6.7 N=30	6.7 N=15
Provincial	B 2.6	06.4	11.4	19.3	21.0	25.0
	A 53.8 N=78	69.1 N=94	38.9 N=149	17.9 N=140	09.6 N=167	02.9 N=68
Rural	B 00.0	02.4	12.5	22.2	26.2	41.4
	A 64.7 N=34	61.0 N=41	37.5 N=48	17.8 N=45	04.9 N=61	00.0 N=29
Urban	B 04.5	09.4	10.9	17.9	17.9	12.8
	A 45.5 N=44	75.5 N=53	39.6 N=101	17.9 N=95	12.3 N=106	05.1 N=39

A applies to child utilization of child safety seats across age categories.

B applies to child utilization of regular seat belts across age categories.

*Unweighted

Note: Some regional cell sizes are small.

Table 22B/ Passenger Seat Belt Use by Discrete Age (Adults and Youth) by Region, Province, Rural and Urban in May 1981 (in %)*

Area	6-15	16-19	20s	30s	40s	50s	60 & Over
Northwest	31.8 N=22	33.3 N=15	25.3 N=99	45.5 N=66	50.0 N=142	25.0 N=4	30.8 N=13
Northeast	35.3 N=34	56.5 N=23	38.7 N=93	37.8 N=45	45.9 N=135	52.2 N=23	43.5 N=23
West	40.0 N=40	42.9 N=21	28.7 N=101	55.7 N=106	44.3 N=61	52.7 N=55	62.9 N=105
Toronto	33.3 N=9	60.0 N=10	32.0 N=50	43.8 N=48	55.5 N=45	78.6 N=28	57.9 N=19
Central	32.1 N=57	48.7 N=39	39.8 N=113	59.6 N=99	56.5 N=177	61.4 N=57	71.9 N=89
East	54.1 N=35	40.0 N=35	45.9 N=135	53.5 N=86	56.2 N=137	55.8 N=43	63.9 N=83
Provincial	38.1 N=197	46.2 N=143	36.0 N=591	51.6 N=450	51.9 N=697	58.6 N=210	62.7 N=332
Rural	40.3 N=77	51.2 N=43	40.2 N=204	55.6 N=162	59.2 N=341	60.0 N=100	63.2 N=163
Urban	36.7 N=120	44.0 N=100	33.9 N=387	49.3 N=288	44.9 N=356	57.3 N=110	62.1 N=169

*Unweighted

Table 23/ Passenger Seat Belt Use by Sex
(under Driver Constraints) by
Province in May 1981 (in %)*

Seat Belt Use of Passengers	Male Passenger	Female Passenger
If Driver Using	62.5 N=619	73.4 N=1249
If Driver Not Using	9.9 N=527	15.1 N=807
Total, under No Constraint	38.3 N=1146	50.5 N=2056

*Unweighted

**Table 24A/ Passenger Seat Belt Use by Age Group (under Driver Constraints)
by Region, Province, Rural and Urban in May 1981 (in %)**

Area	Adult		Youth		Child		Overall	
	Driver Belted	Driver Unbelted	Driver Belted	Driver Unbelted	Driver Belted	Driver Unbelted	Driver Belted	Driver Unbelted
Northwest	72.3 N=194	15.5 N=154	28.9 N=10	1.8 N=12	58.9 N=47	5.8 N=84	69.2 N=251	5.6 N=250
Northeast	71.2 N=189	17.9 N=158	91.2 N=15	00.0 N=19	54.6 N=43	52.0 N=34	68.9 N=247	23.8 N=211
West	74.7 N=242	14.8 N=210	66.4 N=25	00.0 N=15	51.3 N=69	19.0 N=72	66.6 N=336	15.9 N=297
Toronto	71.4 N=124	17.0 N=80	48.1 N=5	00.0 N=4	40.0 N=20	37.1 N=18	67.3 N=149	20.5 N=102
Central	70.2 N=398	12.0 N=189	57.1 N=26	10.2 N=31	78.1 N=112	33.0 N=80	72.1 N=536	19.3 N=300
East	72.2 N=326	16.2 N=205	70.9 N=23	00.0 N=12	58.7 N=96	23.2 N=56	70.1 N=445	19.2 N=273
Provincial	72.1 N=1473	14.9 N=996	59.5 N=104	3.0 N=93	57.8 N=387	28.7 N=344	69.0 N=1964	18.3 N=1433
Rural	73.0 N=681	16.8 N=353	58.1 N=44	1.0 N=33	67.6 N=143	29.2 N=126	71.1 N=868	19.5 N=512
Urban	71.7 N=792	14.0 N=643	60.2 N=60	3.9 N=60	53.6 N=244	28.5 N=218	68.1 N=1096	17.8 N=921

Note: Some regional cell sizes are small.

Table 24B/ Child Passenger Seat Belt Use (Regular Seat Belts and Child Safety Seats) under Driver Constraints by Region, Province, Rural and Urban in May 1981 (in %)

Area	Seat Belt		Child Safety Seat		Total (Both Methods)	
	Driver Belted	Driver Unbelted	Driver Belted	Driver Unbelted	Driver Belted	Driver Unbelted
Northwest	34.2	3.0	24.7	2.8	58.9 N=47	5.8 N=84
Northeast	16.2	0.5	38.4	51.5	54.6 N=43	52.0 N=34
West	18.0	6.3	33.3	12.7	51.3 N=69	19.0 N=72
Toronto	4.8	19.4	35.2	17.7	40.0 N=20	37.1 N=18
Central	30.3	8.8	47.8	24.2	78.1 N=112	33.0 N=80
East	17.0	7.9	41.7	15.3	58.7 N=96	23.2 N=56
Provincial	18.9	9.9	38.9	18.8	57.8 N=387	28.7 N=344
Rural	24.4	7.8	43.2	21.4	67.6 N=143	29.2 N=126
Urban	16.5	10.8	37.1	17.7	53.6 N=244	28.5 N=218

Note: Some regional cell sizes are small.

**Table 25A/ Passenger Seat Belt Use by Seating Position (under Driver Constraints)
by Age Group in May 1981 (in %)***

		Front 1	Front 2	Front Sum	Rear 1	Rear 2	Rear 3	Rear Sum
Adult Passenger Belt Use When	Driver Belted	78.6	44.4	78.1	49.0	17.4	59.5	49.6
		N=1203	N=18	N=1221	N=145	N=23	N=84	N=252
	Driver Not Belted	14.9	4.3	14.7	10.1	44.4	14.3	13.3
		N=823	N=23	N=846	N=99	N=9	N=42	N=150
Youth Passenger Belt Use When	Independent of Driver	52.7	22.0	52.1	33.2	25.0	44.4	36.1
		N=2026	N=41	N=2067	N=244	N=32	N=126	N=402
	Driver Belted	76.6	25.0	72.5	75.0	37.5	57.1	62.3
		N=47	N=4	N=51	N=24	N=8	N=21	N=53
Child Passenger Belt Use When	Driver Not Belted	00.0	00.0	00.0	10.7	00.0	12.5	8.9
		N=32	N=5	N=37	N=28	N=12	N=16	N=56
	Independent of Driver	45.6	11.1	42.0	40.4	15.0	37.8	34.9
		N=79	N=9	N=88	N=52	N=20	N=37	N=109
Overall Passenger Belt Use When	Driver Belted	43.1	58.8	47.1	62.0	45.8	71.9	60.9
		N=102	N=34	N=136	N=121	N=59	N=71	N=251
	Driver Not Belted	17.6	31.1	20.6	36.9	36.2	37.7	36.8
		N=108	N=38	N=146	N=90	N=47	N=61	N=198
	Independent of Driver	30.0	43.1	33.3	51.2	41.5	56.1	50.3
		N=210	N=72	N=282	N=211	N=106	N=132	N=449
	Driver Belted	75.8	51.8	74.9	56.6	37.7	64.2	55.9
		N=1352	N=56	N=1408	N=290	N=90	N=176	N=556
	Driver Not Belted	14.7	18.2	15.0	21.2	30.9	26.1	24.3
		N=963	N=66	N=1029	N=217	N=68	N=119	N=404
	Independent of Driver	50.4	33.6	49.6	41.4	34.8	48.8	42.6
		N=2315	N=122	N=2437	N=507	N=158	N=295	N=960

*Unweighted

Note: Some regional cell sizes are small.

Table 25B/ Child Passenger Seat Belt Use (Regular Seat Belts, Child Safety Seats and Total) by Seating Position (under Driver Constraints) by Age Group in May 1981 (in %)*

		Front 1	Front 2	Front Total	Rear 1	Rear 2	Rear 3	Rear Total
Child Regular Seat Belt Use When	Driver Belted	25.5 N=102	38.2 N=34	28.7 N=136	9.9 N=121	13.6 N=59	25.4 N=71	15.1 N=251
	Driver Not Belted	5.6 N=108	10.0 N=38	6.2 N=146	7.8 N=90	8.5 N=47	21.3 N=61	12.1 N=198
	Independent of Driver	15.2 N=210	22.2 N=72	17.0 N=282	9.0 N=211	11.3 N=106	23.5 N=132	13.8 N=449
	Driver Belted	17.6 N=102	20.6 N=34	18.4 N=136	52.1 N=121	32.2 N=59	46.5 N=71	45.8 N=251
Child Safety Seat Use When	Driver Not Belted	12.0 N=108	21.1 N=38	14.4 N=146	28.9 N=90	27.7 N=47	16.4 N=61	24.7 N=198
	Independent of Driver	14.8 N=210	20.8 N=72	16.3 N=282	42.2 N=211	30.2 N=106	32.6 N=132	36.5 N=449
	Driver Belted	43.1 N=102	58.8 N=34	47.1 N=136	62.0 N=121	45.8 N=59	71.9 N=71	60.9 N=251
	Driver Not Belted	17.6 N=108	31.1 N=38	20.6 N=146	36.9 N=90	36.2 N=47	37.7 N=61	36.8 N=198
Overall Belt Use When	Independent of Driver	30.0 N=210	43.1 N=72	33.3 N=282	51.2 N=211	41.5 N=106	56.1 N=132	50.3 N=449

*Unweighted

Note: Some regional cell sizes are small.

Table 26/ Reasons Given by Drivers for Wearing Their Seat Belts by Region, Province, Rural and Urban in May 1981 (in %)

Area	Law	Safety	Habit	Law and Safety	Comfort	Buzzer	Accident Experience
Northwest N=364	30.8	43.3	22.5	2.6	0.5	NA	0.5
Northeast N=424	41.3	41.9	12.4	3.5	0.5	0.1	0.4
West N=773	39.7	53.1	1.5	4.4	0.7	0.7	NA
Toronto N=482	31.2	52.6	9.0	6.2	0.4	0.4	0.2
Central N=1038	37.6	46.0	10.9	3.6	0.5	0.9	0.4
East N=891	30.6	52.3	13.4	2.3	0.2	0.8	0.5
Provincial N=3972	35.6	50.0	8.8	4.2	0.5	0.6	0.3
Rural N=1426	40.9	45.0	9.0	3.5	0.5	0.5	0.5
Urban N=2546	33.3	52.1	8.8	4.5	0.5	0.7	0.2

Table 27/ Reasons Given by Drivers for Not Wearing Their Seat Belts by Region, Province, Rural and Urban in May 1981 (in %)

Area	Incon- venient	Unneces- sary	Forgot	Don't Like	Medical	Broken	My Choice	Accident Not Safe	In a Hurry
Northwest N=431	20.0	21.6	23.6	12.1	6.6	2.4	10.1	2.0	1.6
Northeast N=411	21.0	20.3	26.4	7.7	11.8	2.4	6.3	1.8	2.4
West N=612	32.6	24.8	28.9	0.3	5.5	5.0	0.7	2.2	0.1
Toronto N=334	20.6	34.0	23.5	4.2	9.4	4.1	1.5	1.6	1.2
Central N=626	24.7	22.2	25.4	6.0	9.3	4.5	4.6	2.0	1.3
East N=462	25.7	25.4	22.9	6.6	10.6	2.4	4.4	1.2	0.9
Provincial N=2876	25.6	26.0	25.5	4.5	8.5	4.0	3.1	1.8	1.0
Rural N=782	24.4	18.4	27.9	7.4	10.1	4.0	4.9	2.3	0.5
Urban N=2094	26.2	29.2	24.4	3.2	7.8	4.0	2.4	1.6	1.2

Table 28/ Question 2. "I Want You to Imagine that You Drive This Kind of Trip Every Day and Never Wear Your Seat Belt. How Long Do You Think It Would Be Before You Were Stopped by the Police for Not Wearing Your Belt?" (in %)

Area	Few Days	A Week	A Month	6 Months or More	A Year or More
Northwest N=581	14.6	9.4	14.7	5.7	55.6
Northeast N=632	13.0	12.0	12.9	7.5	54.6
West N=1378	11.2	6.3	12.5	16.2	53.7
Toronto N=754	11.7	9.9	14.9	15.3	48.3
Central N=1503	11.0	9.6	15.6	12.5	51.3
East N=1167	10.6	9.5	20.9	19.7	39.3
Provincial N=6015	11.4	8.9	15.2	14.6	49.9
Rural N=1884	12.4	8.1	14.3	12.4	52.8
Urban N=4131	10.9	9.2	15.6	15.6	48.7

Table 29/ Enforcement Perception (Question 2) by Seat Belt Status of Driver in Ontario (50 Sites) (in %)

Seat Belt Status						
Enforcement Perception						
Area	Few Days	A Week	A Month	6 Months or More	A Year or More	Total
Wearing	12.3	10.7	18.2	15.6	43.2	100.0
						N=3465
Not Wearing	9.8	8.1	11.7	13.2	57.2	100.0
						N=2464

Table 30/ Number of Drivers Sampled on Weekdays (50 Sites)
Who Have Children under Five in the Household

Children in Household	Number under Five	Percentage
1	781	65.3
2	361	30.2
3	43	3.6
4	9	0.7
5	2	0.2
Total	1196	100.0

Table 31/ Number of Trips Taken by Drivers Sampled on Weekdays (50 Sites) with Young Children under Five in the Car

Trip Number	Number of Drivers	Percentage
1	153	13.2
2	179	15.5
3	143	12.4
4	127	11.0
5	114	9.9
1-5	716	62.0
6-10	309	26.8
11 or more	129	11.2
Total	1154	100.0

Note: 42 drivers did not travel with their children under five in the car.

Table 32/ Number of Drivers Sampled on Weekdays (50 Sites)
Who Have Child Safety Seats (CSS)

Number of CSS Owned by Drivers	Number of Drivers	Percentage
1	624	75.5
2	187	22.6
3	13	1.6
4	2	0.3
Total	826	100.0

Table 33/ Number of Children under Five in the Household of the Driver
by the Number of Child Safety Seats Owned by the Driver in May
1981 (Weekday Sample)*

Number of Kids under Five	Number of Child Safety Seats Owned by Driver					Total
	0	1	2	3	4	
1 Child	276 35.3	460 58.9	41 5.3	3 0.4	1 0.1	781 100.0
2 Children	80 22.2	145 40.2	133 36.8	2 0.5	1 0.3	361 100.0
3 Children	14 32.5	12 27.9	10 23.3	7 16.3	NA	43 100.0
4 Children	1 11.1	5 55.5	2 22.2	1 11.1	NA	9 100.0
5 Children	1 50.0	NA	1 50.0	NA	NA	2 100.0
Total	372	622	187	13	2	1196

*Unweighted

Note: Table also shows row percents.

Table 34/ Number of Trips Taken by Drivers with Children
under 5 Years of Age by Number of Child Safety
Seats Owned by Drivers in May 1981 (Weekday
Sample)*

Number of Trips	Number of Child Safety Seats			Total
	1	2	3	
1-5	390	117	5	512
	76.2	22.9	0.9	100.0
6-10	161	41	4	206
	78.2	19.9	1.9	100.0
11-15	38	14	4	56
	67.9	25.0	7.1	100.0
16-20	9	7	NA	16
	56.3	43.7		100.0
21-25	5	2	NA	7
	71.4	28.6		100.0
26-30	2	3	NA	5
	40.0	60.0		100.0
Over 30	4	NA	NA	4
	100.0			100.0

*Unweighted

Note: Table also shows row percents.

Table 35/ Percentage of Children under 5 Years of Age
(in the Households of Drivers) Who Were Reported
to Use Child Safety Seats/Regular Seat Belts
"Always," "Most of the Time," "Half the Time,"
"Some of the Time" or "Never" if the Driver
Possessed at Least One Child Safety Seat

Reported Use	Child Safety Seat	Regular Seat Belt
Always	57.7	17.6
Most of the Time	13.8	6.1
Half the Time	3.4	3.9
Once in a While	3.4	10.2
Never	21.7	62.2
Total (Children in Household)	100.0 N=1104	100.0 N=1096

Table 36/ Percentage of Children under 5 Years of Age (in the Households of the Drivers) Who Were Reported to use Regular Seat Belts "Always," "Most of the Time," "Half the Time," "Some of the Time" or "Never" if the Driver Did Not Possess a Child Safety Seat

Reported Use	Number under Five	Percentage
Always	172	37.1
Most of the Time	67	14.5
Half the Time	53	11.5
Once in a While	65	14.0
Never	106	22.9
Total (Children in Household)	463	100.0

Table 37/ Frequency of Reported Usage of Child Safety Seats by
Number of Trips Taken with Children under 5 Years of Age
in the Car (Weekday Sample) if the Driver Owns at Least
One Child Safety Seat (in %)*

Number of Trips in a Week	Frequency of Use of Child Safety Seats					Total
	Always	Most of the Time	Half of the Time	Once in a While	Never	
0 Trips	58.3	NA	NA	NA	41.7	100.0 N=24
1 Trip	57.2	13.1	4.1	2.8	22.8	100.0 N=145
2 Trips	51.9	15.2	2.5	5.1	25.3	100.0 N=158
3 Trips	50.0	21.9	2.3	3.9	21.9	100.0 N=128
4 Trips	63.5	10.9	NA	5.8	19.8	100.0 N=137
5 Trips	61.8	13.8	7.3	2.4	14.7	100.0 N=123
6-10 Trips	57.4	12.2	4.2	2.2	24.0	100.0 N=263
11 or More Trips	63.5	13.4	4.0	2.4	16.7	100.0 N=126
Total	57.8	13.8	3.3	3.3	21.8	100.0 N=1104

*Unweighted

Table 38/ Frequency of Reported Usage of Regular Seat Belts by
Number of Trips Taken with Children under 5 Years of Age
in the Car (Weekday Sample) if the Driver Does Not Own a
Child Safety Seat (in %)*

Number of Trips in a Week	Frequency of Child Use of Regular Seat Belts					Total
	Always	Most of the Time	Half of the Time	Once in a While	Never	
0 Trips	17.4	NA	NA	13.0	69.6	100.0 N=23
1 Trip	47.5	13.6	3.4	15.2	20.3	100.0 N=59
2 Trips	26.4	18.7	13.2	14.3	27.4	100.0 N=91
3 Trips	28.8	17.0	22.0	10.2	22.0	100.0 N=59
4 Trips	50.0	13.9	8.3	11.1	16.7	100.0 N=36
5 Trips	38.5	11.5	26.9	15.4	7.7	100.0 N=26
6-10 Trips	39.3	16.2	8.6	17.1	18.8	100.0 N=117
11 or More Trips	48.1	9.6	11.5	11.5	19.2	100.0 N=52
Total	37.1	14.5	11.5	14.0	22.9	100.0 N=463

*Unweighted

Table 39/ Reported Frequency of Child Safety Seat Use and Regular Seat Belt Use of Children under Five in Households of the Drivers by Actual Usage of Children under Five Observed in the Survey, May 1981 (Weekday Sample) (in %)*

Reported Frequency of Usage	Actual Belt Use	
	Regular Seat Belt	Child Safety Seat
Always	81.0 N=53	91.7 N=193
Most of the Time	28.0 N=50	70.3 N=37
Half the Time	10.8 N=37	50.0 N=8
Once in a While	10.7 N=75	100.0 N=3
Never	12.6 N=127	91.9 N=37

*Unweighted

Table 40/ Question 7A. "Are Children in Ontario under 5 Years of Age Required by Law to Use Child Safety Seats?" (in %)

Area	Yes	No	Don't Know
Northwest N=857	62.0	14.2	23.8
Northeast N=846	52.9	17.7	29.4
West N=1390	53.7	18.7	27.7
Toronto N=822	60.8	19.3	19.9
Central N=1679	55.4	17.7	26.9
East N=1364	51.3	20.2	28.4
Provincial N=6958	55.8	18.5	25.7
Rural N=2238	51.7	18.3	30.0
Urban N=4720	57.6	18.6	23.8

Table 41/ Question 7B. "Are Children in Ontario under 5 Years of Age Required by Law to Use Regular Seat Belts?" (in %)

Area	Yes	No	Don't Know
Northwest N=854	46.0	32.0	22.0
Northeast N=846	46.5	29.2	24.4
West N=1389	42.0	36.4	21.6
Toronto N=822	53.0	30.8	16.2
Central N=1677	45.4	33.1	21.5
East N=1361	29.4	42.1	28.5
Provincial N=6949	44.2	34.1	21.4
Rural N=2234	39.6	34.4	25.2
Urban N=4715	46.2	34.3	19.7

Table 42/ Question 7A. "Are Children in Ontario under 5 Years of Age Required by Law to Use Child Safety Seats?" by Reason Given by Drivers for Wearing Their Seat Belts (in %)*

Reason Wearing	Yes	No	Don't Know
Law N=1437	51.9	20.0	28.1
Safety N=1914	54.8	20.4	24.8
Habit N=427	51.8	18.2	30.0
Law and Safety N=141	58.2	18.4	23.4
Comfortable N=16	43.8	31.2	25.0
Buzzer N=25	44.0	20.0	36.0
Accident Experience N=11	45.5	27.3	27.3
Total N=3971	53.4	20.0	26.6

*Unweighted

Table 43/ Question 7A. "Are Children in Ontario under 5 Years of Age Required by Law to Use Child Safety Seats?" by Reason Given by Drivers for Not Wearing Their Seat Belts in May 1981 (in %)*

Reason Not Wearing	Yes	No	Don't Know
Inconvenient N=727	59.0	14.3	26.7
Unnecessary N=734	59.9	13.8	26.3
Forgot N=701	60.3	16.4	23.3
Don't Like N=137	43.8	22.7	33.6
Medical/Physical N=257	58.8	16.0	25.2
Broken N=97	51.5	17.5	30.9
My Choice N=138	57.2	14.5	28.3
Accident - Not Safe N=46	43.4	19.6	37.0
In a Hurry N=34	70.6	14.7	14.7
Total N=2871	58.4	15.4	26.2

*Unweighted

Table 44/ Question 7B. "Are Children in Ontario under 5 Years of Age Required by Law to Use Regular Seat Belts?" by Reason Given by Drivers for Wearing Seat Belts (in %)*

Reason Wearing	Yes	No	Don't Know
Law N=1435	37.1	36.8	26.1
Safety N=1908	41.0	37.2	21.8
Habit N=427	38.4	36.3	25.3
Law and Safety N=141	43.3	36.9	19.8
Comfortable N=16	50.0	37.5	12.5
Buzzer N=25	28.0	56.0	16.0
Accident Experience N=11	27.3	27.3	45.5
Total N=3963	39.3	37.1	23.6

*Unweighted

Table 45/ Question 7B. "Are Children in Ontario under 5 Years of Age Required by Law to Use Regular Seat Belts?"
by Reason Given by Drivers for Not Wearing Their Seat Belts
in May 1981 (in %)*

Reason Not Wearing	Yes	No	Don't Know
Inconvenient N=726	43.1	32.2	24.7
Unnecessary N=733	43.2	32.1	24.7
Forgot N=700	46.6	33.3	20.1
Don't Like N=137	43.1	27.0	29.9
Medical/Physical N=256	49.2	25.4	25.4
Broken N=97	47.4	32.0	20.6
My Choice N=138	38.4	34.8	26.8
Accident - Not Safe N=46	37.0	34.8	28.2
In a Hurry N=34	52.9	32.4	14.7
Total N=2867	44.5	31.7	23.8

*Unweighted

Table 46/ Question 7A. "Are Children under 5 Years of Age Required by Law to Use Child Safety Seats?" by Drivers with (without) Kids under Five (in %)

Area	Yes		No		Don't Know	
	With Kids	Without	With Kids	Without	With Kids	Without
Northwest	44.2 N=154	65.9 N=703	26.3	11.5	29.5	22.8
Northeast	36.5 N=151	56.5 N=695	29.6	14.9	33.9	28.2
West	46.5 N=234	55.4 N=1156	31.9	16.0	21.6	28.9
Toronto	48.5 N=132	63.2 N=690	33.9	16.5	17.6	20.4
Central	39.2 N=310	59.1 N=1369	31.6	14.5	29.2	26.4
East	36.7 N=213	54.0 N=1151	38.0	16.9	25.3	28.9
Provincial	43.0 N=1194	58.5 N=5764	32.8	15.5	24.2	26.0
Rural	39.1 N=374	54.2 N=1864	34.0	15.2	26.9	30.6
Urban	44.7 N=820	60.3 N=3900	32.2	15.7	23.1	23.9

Table 47/ Question 7B. "Are Children in Ontario under 5 Years of Age Required by Law to Use Regular Seat Belts?" by Drivers with (without) Kids under Five (in %)

Area	Yes		No		Don't Know	
	With Kids	Without	With Kids	Without	With Kids	Without
Northwest	50.8 N=153	44.9 N=701	31.5	32.1	17.7	23.0
Northeast	53.2 N=151	45.0 N=695	28.0	29.5	18.8	25.6
West	50.2 N=232	40.4 N=1157	34.8	36.7	15.0	22.9
Toronto	58.0 N=132	52.0 N=690	29.9	31.0	12.1	17.0
Central	52.9 N=309	43.7 N=1368	33.4	33.1	13.6	23.3
East	35.0 N=212	28.4 N=1149	48.8	40.9	16.2	30.8
Provincial	50.9 N=1189	42.8 N=5760	34.7	34.0	14.4	22.8
Rural	48.5 N=371	37.8 N=1863	38.2	33.7	13.4	27.5
Urban	52.0 N=818	45.0 N=3897	33.2	34.5	14.8	20.7

Table 48/ Question 7A. "Are Children in Ontario under 5 Years of Age Required by Law to Use Child Safety Seats?" by Drivers Who Have Children under Five in the Household and Own (Don't Own) Child Safety Seats (CSS) (in %)*

Response	Have Children under Five	
	Own CSS	Don't Own CSS
Yes	43.4	36.6
No	30.5	33.6
Don't Know	26.1	29.8
Total	100.0 N=822	100.0 N=372

*Unweighted

Table 49/ Question 7B. "Are Children in Ontario under 5 Years of Age Required by Law to Use Regular Seat Belts?" by Drivers Who Have Children under Five in the Household and Own (Don't Own) Child Safety Seats (CSS) (in %)*

Response	Have Children under Five	
	Own CSS	Don't Own CSS
Yes	48.1	46.2
No	32.9	36.3
Don't Know	19.0	17.5
Total	100.0 N=817	100.0 N=372

*Unweighted

Table 50/ Question 9. "Do You Think It Is Important for Children under 5 Years of Age to Use Child Safety Seats?"(in %)

Area	Yes	No	Don't Know	Refused	Yes & No
Northwest N=852	94.9	2.7	1.8	NA	0.6
Northeast N=844	92.9	2.2	3.5	0.3	1.0
West N=1392	91.8	5.0	3.0	0.1	0.1
Toronto N=819	94.1	2.9	2.8	NA	0.1
Central N=1677	94.2	3.3	2.1	0.3	0.1
East N=1364	95.3	2.2	2.4	NA	0.1
Provincial N=6948	93.7	3.4	2.6	0.1	0.2
Rural N=2234	94.1	2.9	2.6	0.1	0.3
Urban N=4714	93.5	3.7	2.6	0.2	0.1

Table 51/ Question 9. "Do You Think It Is Important for Children under 5 Years of Age to Use Child Safety Seats?" by Reason Given by Drivers for Wearing Seat Belts (in %)*

Reason Wearing	Yes	No	Don't Know	Refused	Yes & No
Law N=1435	92.6	3.7	3.4	0.2	0.1
Safety N=1909	96.6	1.7	1.4	0.1	0.2
Habit N=427	95.6	2.3	1.6	NA	0.5
Law and Safety N=141	98.6	0.7	NA	NA	0.7
Comfortable N=16	75.0	18.8	NA	NA	6.2
Buzzer N=25	100.0	NA	NA	NA	NA
Accident Experience N=11	100.0	NA	NA	NA	NA
Total N=3964	95.1	2.5	2.1	0.1	0.2

*Unweighted

Table 52/ Question 9. "Do You Think It Is Important for Children under 5 Years of Age to Use Child Safety Seats?" by Reason Given by Drivers for Not Wearing Seat Belts (in %)*

Reason Not Wearing	Yes	No	Don't Know	Refused	Yes & No
Inconvenient N=727	91.3	4.6	3.7	0.1	0.3
Unnecessary N=732	92.1	4.9	2.9	0.1	NA
Forgot N=700	93.7	3.4	2.7	NA	0.1
Don't Like N=137	86.1	7.3	5.1	0.7	0.7
Medical/ Physical N=256	92.6	3.9	3.5	NA	NA
Broken N=97	92.8	2.1	4.1	NA	1.0
My Choice N=137	93.5	2.9	2.9	NA	0.7
Accident - Not Safe N=46	89.1	2.2	6.5	2.2	NA
In a Hurry N=34	88.2	8.8	2.9	NA	NA
Total N=2866	92.1	4.3	3.3	0.1	0.2

*Unweighted

Table 53/ Question 9. "Do You Think It Is Important for Children under 5 Years of Age to Use Child Safety Seats?" by Drivers with (without) Kids under Five (in %)

Area	Yes		No		Don't Know	
	With Kids	Without	With Kids	Without	With Kids	Without
Northwest	95.7 N=153	94.8 N=699	3.3	2.6	NA	2.1
Northeast	92.9 N=151	92.9 N=693	1.9	1.4	2.5	3.8
West	87.6 N=235	92.6 N=1157	9.0	4.2	2.5	3.1
Toronto	90.5 N=132	94.9 N=687	7.9	2.0	1.7	3.1
Central	91.1 N=311	95.0 N=1366	6.0	2.6	2.9	1.9
East	91.4 N=211	96.0 N=1153	5.8	1.6	2.5	2.4
Provincial	90.3 N=1193	94.4 N=5755	6.9	2.7	2.3	2.7
Rural	93.2 N=371	94.3 N=1863	4.0	2.7	1.4	2.8
Urban	89.1 N=822	94.4 N=3892	8.2	2.7	2.7	2.6

Table 54/ Question 9. "Do You Think It Is Important for Children under 5 Years of Age to Use Child Safety Seats?" by Drivers Who Have Children under Five in the Household and Own (Don't Own) Child Safety Seats (CSS) (in %)*

Response	Have Children under Five	
	Own CSS	Don't Own CSS
Yes	95.0	80.6
No	3.2	14.0
Don't Know	1.6	4.3
Refused	NA	0.3
Yes & No	0.2	0.8
Total	100.0 N=821	100.0 N=372

*Unweighted

Table 55/ Question 10. "Do You Favour a Law that Would Require Child Safety Seats for Children under 5 Years of Age?" (in %)

Area	Yes	No	Indif- ferent	Refused	Yes & No
Northwest N=848	84.4	11.2	4.1	0.1	0.2
Northeast N=843	86.5	10.2	2.9	0.5	NA
West N=1391	78.0	16.5	5.1	0.5	NA
Toronto N=820	84.0	11.4	4.5	0.1	NA
Central N=1671	82.8	12.9	3.6	0.4	0.2
East N=1361	84.8	12.4	2.7	0.2	NA
Provincial N=6934	82.3	13.2	4.1	0.3	0.1
Rural N=2227	83.1	12.1	3.9	0.5	0.1
Urban N=4707	81.9	13.7	4.1	0.2	0.1

Table 56/ Question 10. "Do You Favour a Law that Would Require Child Safety Seats for Children under 5 Years of Age?" by Reason Given by Drivers for Wearing Seat Belts (in %)*

Reason Wearing	Yes	No	Indif- ferent	Refused	Yes & No	Don't Know
Law N=1430	80.6	14.6	4.5	0.3	NA	NA
Safety N=1908	88.0	8.8	2.9	0.3	0.1	0.1
Habit N=426	85.4	11.3	3.1	0.2	NA	NA
Law and Safety N=140	91.4	5.7	2.9	NA	NA	NA
Comfortable N=16	62.5	31.3	NA	NA	6.2	NA
Buzzer N=25	72.0	24.0	4.0	NA	NA	NA
Accident Experience N=11	72.7	18.2	NA	NA	9.1	NA
Total N=3956	84.9	11.2	3.5	0.3	0.1	0.1

*Unweighted

Table 57/ Question 10. "Do You Favour a Law that Would Require Child Safety Seats for Children under 5 Years of Age?"
by Reason Given by Drivers for Not Wearing Seat Belts in May 1981 (in %)*

Reason Not Wearing	Yes	No	Indif-ferent	Refused	Yes & No
Inconvenient N=728	76.6	18.3	4.7	0.4	NA
Unnecessary N=730	80.0	14.8	4.9	0.3	NA
Forgot N=697	86.8	9.5	3.4	0.3	NA
Don't Like N=137	67.9	27.7	4.4	NA	NA
Medical/Physical N=256	78.5	15.6	5.9	NA	NA
Broken N=97	85.6	9.3	5.1	NA	NA
My Choice N=147	80.3	15.0	4.0	0.7	NA
Accident - Not Safe N=45	62.2	24.5	11.1	2.2	NA
In a Hurry N=34	73.5	17.6	5.9	NA	2.9
Total N=2871	79.9	15.1	4.6	0.3	0.1

*Unweighted

Table 58/ Question 10. "Do You Favour a Law that Would Require
Child Safety Seats for Children under 5 Years of Age?"
by Drivers with (without) Kids under Five (in %)

Area	Yes		No		Indifferent	
	With Kids	Without	With Kids	Without	With Kids	Without
Northwest	77.4 N=152	85.9 N=696	17.0	9.9	5.6	3.7
Northeast	88.6 N=148	86.0 N=695	9.8	10.2	1.7	3.0
West	72.0 N=235	79.2 N=1156	23.9	15.1	4.1	5.3
Toronto	76.8 N=132	85.5 N=688	19.5	9.7	4.3	4.5
Central	75.2 N=309	84.5 N=1362	22.0	10.9	2.4	3.9
East	79.5 N=212	85.7 N=1149	18.0	11.4	2.6	2.7
Provincial	76.0 N=1188	83.6 N=5746	20.7	11.6	3.4	4.2
Rural	81.1 N=368	83.5 N=1859	17.2	11.0	1.7	4.4
Urban	73.8 N=819	83.6 N=3887	22.2	11.9	4.1	4.1

Table 59/ Question 10. "Do You Favour a Law that Would Require Child Safety Seats for Children under 5 Years of Age?" by Drivers Who Have Children under Five in the Household and Own (Don't Own) Child Safety Seats (CCS) (in %)*

Response	Have Children under Five	
	Own CSS	Don't Own CSS
Yes	83.4	64.3
No	13.4	31.9
Indifferent	2.9	3.8
Refused	0.3	NA
Total	100.0	100.0
	N=818	N=370

*Unweighted

Table 60/ Question 8. "Are You in Favour of the Present Seat Belt Law?" (in %)

Area	Yes	No	Indif-ferent	Don't Know	Optional	Yes&No
Northwest N=850	60.6	25.6	5.4	0.2	6.5	1.6
Northeast N=839	66.2	27.9	4.9	0.3	0.1	0.6
West N=1387	63.1	27.9	8.3	0.7	NA	NA
Toronto N=807	75.1	20.9	3.7	0.3	NA	NA
Central N=1663	69.7	25.0	4.2	0.8	0.1	0.2
East N=1361	69.4	26.6	2.9	1.2	NA	NA
Provincial N=6907	68.7	25.2	5.1	0.6	0.3	0.2
Rural N=2226	63.7	28.0	6.7	0.9	0.4	0.3
Urban N=4681	70.9	23.9	4.3	0.5	0.3	0.1

Table 61/ Question 8. "Are You in Favour of the Present Seat Belt Law?" by Reason Given by Drivers for Wearing Seat Belts in May 1981 (in %)*

Reason Wearing	Yes	No	Indif- ferent	Don't Know	Optional	Yes&No
Law N=1440	61.6	30.3	6.7	0.6	0.7	0.1
Safety N=1894	87.2	8.9	3.1	0.4	0.4	0.1
Habit N=425	80.2	14.6	3.3	0.5	1.2	0.2
Law and Safety N=140	90.7	5.0	3.6	0.7	NA	NA
Comfortable N=16	93.8	6.2	NA	NA	NA	NA
Buzzer N=25	72.0	28.0	NA	NA	NA	NA
Accident Experience N=12	80.0	NA	20.0	NA	NA	NA
TOTAL N=3952	77.2	17.3	4.5	0.4	0.5	0.1

*Unweighted

Table 62/ Question 8. "Are You in Favour of the Present Seat Belt Law?"
by Reason Given by Drivers for Not Wearing Seat Belts in May
1981 (in %)*

Reason Not Wearing	Yes	No	Indif- ferent	Don't Know	Optional	Yes&No
Inconvenient N=723	45.5	47.2	5.4	0.7	0.4	0.8
Unnecessary N=727	53.2	39.9	5.2	0.3	0.3	1.1
Forgot N=701	68.3	23.8	5.7	0.5	0.7	1.0
Don't Like N=135	16.3	72.6	7.4	NA	2.2	1.5
Medical/Physical N=252	57.9	35.7	4.0	1.2	1.2	NA
Broken N=95	68.4	24.2	6.3	1.1	NA	NA
My Choice N=137	47.4	38.0	9.5	2.2	2.9	NA
Accident - Not Safe N=45	13.3	80.0	4.5	NA	2.2	NA
In a Hurry N=34	70.6	29.4	NA	NA	NA	NA
TOTAL N=2849	53.5	38.9	5.5	0.6	0.7	0.8

*Unweighted

Table 63/ Question 8. "Are You in Favour of the Present Seat Belt Law?" by Drivers with (without) Children under Five (in %)

Area	Yes		No		Indifferent	
	With Kids	Without	With Kids	Without	With Kids	Without
Northwest	56.6 N=153	61.4 N=697	31.2	24.4	8.6	4.7
Northeast	67.0 N=150	65.9 N=689	28.7	27.7	3.6	5.2
West	59.8 N=234	63.7 N=1153	29.5	27.6	9.7	8.0
Toronto	73.2 N=129	75.5 N=678	23.5	20.5	3.3	3.8
Central	65.0 N=304	70.7 N=1359	29.1	24.1	5.2	4.0
East	71.7 N=213	69.1 N=1148	27.7	28.7	1.2	3.2
Provincial	66.2 N=1183	69.2 N=5724	27.8	24.7	5.5	5.0
Rural	60.6 N=373	64.3 N=1853	31.1	27.4	7.3	6.6
Urban	68.7 N=810	71.4 N=3871	26.3	23.4	4.7	4.2

Table 64/ Question 8. "Are You in Favour of the Present Seat Belt Law?" by Drivers with Children under Five in the Household and Who Own (Don't Own) Child Safety Seats (CSS) (in %)*

Response	Have Children under Five	
	Own CSS	Don't Own CSS
Yes	66.5	61.4
No	27.6	32.2
Indifferent	5.3	5.1
Don't Know	0.2	0.3
Optional	0.4	0.5
Yes&No	NA	0.5
Total	100.0	100.0
	N=813	N=370

*Unweighted

Table 65/ Saturday (14 Sites) and Weekday (14 Sites) Seat Belt Use of Drivers in May 1981 (in %)*

Seat Belt		
Use of	Saturday	Weekday
Drivers	61.9	59.8
	N=1850	N=1948

*Unweighted

Table 66/ Driver Seat Belt Use by Sex on Saturdays (14 Sites) and Weekdays (14 Sites) (in %)

Sex	Saturday	Weekday
Male	60.2	55.2
	N=1203	N=1169
Female	66.3	67.2
	N=594	N=750

Table 67/ Driver Seat Belt Use by Age on Saturdays (14 Sites) and Weekdays (14 Sites) (in %)

Age	Saturday	Weekday
Under 21	53.8 N=93	47.3 N=93
21-25	58.3 N=192	53.6 N=207
26-30	61.4 N=197	58.2 N=249
31-35	64.7 N=312	56.3 N=286
36-40	63.0 N=273	60.1 N=286
Over 40	63.9 N=714	65.0 N=780

Table 68/ Saturday (14 Sites) and Weekdays (14 Sites) Seat Belt Use
of Passengers in May 1981 (in %)*

Passenger Seat Belt Use	Saturday	Weekday
Adult	54.0 N=1053	52.8 N=695
Youth	42.9 N=373	39.3 N=56
Child	46.3 N=240	41.6 N=221
Overall	50.4 N=1666	49.5 N=972

*Unweighted

Table 69/ Saturday (14 Sites) and Weekday (14 Sites) Seat Belt Use
of Child Passengers (Regular Seat Belt and Child Safety Seat)
in May 1981 (in %)*

Type of Belt Use of Child	Saturday	Weekday
Seat Belt	23.8	14.5
	N=240	N=221
Child Safety Seat	22.5	27.1
	N=240	N=221

*Unweighted

Table 70/ Saturday (14 Sites) and Weekday (14 Sites) Regular Seat Belt Use and Safety Seat Use of Children under Five by Discrete Age in May 1981 (in %)*

Age Group	Regular	Belt Use	Child Safety Seat Use	
	Saturday	Weekday	Saturday	Weekday
0-1	NA	00.0	66.7	42.9
	N=12	N=21	N=12	N=21
1-2	4.0	8.7	72.0	73.9
	N=25	N=23	N=25	N=23
2-3	3.7	7.5	44.4	47.5
	N=27	N=40	N=27	N=40
3-4	22.0	17.8	14.6	22.2
	N=41	N=45	N=41	N=45
4-5	25.3	22.9	10.7	6.3
	N=75	N=48	N=75	N=48
5-6	54.8	19.2	2.4	7.7
	N=42	N=26	N=42	N=26

*Unweighted

Note: Cell sizes are small.

Table 71/ Reasons Given for Wearing Seat Belts by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Reason Wearing	Saturday 14 Sites	Weekday 14 Sites
Law	34.6	36.3
Safety	46.5	47.9
Habit	12.8	12.0
Law and Safety	4.6	2.7
Comfortable	0.8	0.3
Buzzer	0.7	0.4
Accident Experience	NA	0.2
Total	100.0	100.0
	N=1140	N=1161

Table 72/ Reasons Given for Not Wearing Seat Belts by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Reason Not Wearing	Saturday 14 Sites	Weekday 14 Sites
Inconvenient	20.5	22.5
Unnecessary	28.7	28.7
Forgot	24.9	23.1
Don't Like	6.7	3.6
Medical/Physical	6.4	10.0
Broken	2.9	3.6
My Choice	6.3	5.4
Accident - Not Safe	1.9	1.3
In a Hurry	1.7	1.8
Total	100.0	100.0
	N=687	N=759

Table 73/ Question 2. "I Want You to Imagine that You Drive This Kind of Trip Every Day and Never Wear Your Seat Belt. How Long Do You Think It Would Be Before You Were Stopped by the Police...?" (in %)

Response	Saturday	Weekday
	14 Sites	14 Sites
Few Days	12.3	11.2
A Week	9.4	10.4
A Month	16.5	16.1
6 Months or More	13.9	14.7
A Year or More	47.9	47.6
Total	100.0	100.0
	N=1621	N=1701

Table 74/ Number of Drivers Sampled on Weekdays or Saturdays Who Have Children under 5 Years of Age in the Household

Children in Household	Number under Five		Percentage	
	Weekday Survey	Saturday Survey	Weekday Survey	Saturday Survey
1	225	224	66.0	72.3
2	99	79	29.0	25.5
3	15	7	4.4	2.2
4	2	NA	0.6	NA
5	NA	NA	NA	NA
Total	341	310	100.0	100.0

Note: Both Saturday and weekday surveys for this table include 14 sites.

Note: 16.8% (N=1850) of Saturday drivers had children under five in their household.

17.5% (N=1948) of weekday drivers (14 sites) had children under five in their household.

Table 75/ Number of Trips Taken by Drivers Sampled on Weekdays or Saturdays with Young Children under 5 Years of Age in the Car

Trip Number	Number of Drivers		Percentage	
	Weekday	Saturday	Weekday	Saturday
1-5	213	184	64.7	60.9
6-10	84	88	25.5	29.1
11-15	19	17	5.8	5.6
16-20	7	3	2.1	1.0
21-25	3	6	0.9	2.0
26-30	1	0	0.3	NA
Over 30	2	4	0.6	1.3
Total	329	302	100.0	100.0

Note: Both Saturday and weekday surveys for this table include 14 sites.

Table 76/ Number of Drivers Sampled on Weekdays or Saturdays Who Have Child Safety Seats

No. of Child Safety Seats	Number of Drivers		Percentage	
	Weekday Survey	Saturday Survey	Weekday Survey	Saturday Survey
1	186	163	78.5	81.5
2	48	35	20.3	17.5
3	3	2	1.2	1.0
4	NA	NA	NA	NA
Total	237	200	100.0	100.0

Note: Both Saturday and weekday surveys for this table include 14 sites.

Note: 64.5% (N=310) of Saturday drivers with children under five in their household also owned child safety seats.

69.5% (N=341) of weekday drivers (14 sites) with children under five in their household also owned child safety seats.

Table 77/ Percentage of Children under 5 Years of Age (in the Households of the Drivers) Who Were Reported to Use Child Safety Seats "Always," "Most of the Time," "Half of the Time," "Some of the Time," or "Never"

Use	No. under Five		Percentage	
	Weekday Survey	Saturday Survey	Weekday Survey	Saturday Survey
Always	170	146	38.5	38.2
Most of the Time	44	37	10.0	9.7
Half the Time	14	13	3.2	3.4
Once in a While	17	10	3.9	2.6
Never	196	176	44.4	46.1
Total	441	382	100.0	100.0

Note: Both Saturday and weekday surveys for this table include 14 sites.

Table 78/ Percentage of Children under 5 Years of Age (in the Households of the Drivers) Who Were Reported to Use Regular Seat Belts "Always," "Most of the Time," "Half the Time," "Some of the Time," or "Never"

Use	No. under Five		Percentage	
	Weekday Survey	Saturday Survey	Weekday Survey	Saturday Survey
Always	93	83	21.3	21.7
Most of the Time	54	34	12.4	8.9
Half the Time	23	27	5.3	7.1
Once in a While	56	41	12.8	10.7
Never	210	197	48.2	51.6
Total	436	382	100.0	100.0

Note: Both Saturday and weekday surveys for this table include 14 sites.

Table 79/ Responses to Question 7A. "Are Children in Ontario under 5 Years of Age Required by Law to Use Child Safety Seats?" by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Response	Saturday 14 Sites	Weekday 14 Sites
Yes	55.8	56.3
No	18.2	18.4
Don't Know	26.0	25.2
Total	100.0	100.0
	N=1850	N=1946

Table 80/ Responses to Question 7B. "Are Children in Ontario under 5 Years of Age Required by Law to Use Regular Seat Belts?" by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Response	Saturday	Weekday
	14 Sites	14 Sites
Yes	42.6	41.6
No	35.9	35.3
Don't Know	21.5	23.1
Total	100.0	100.0
	N=1840	N=1944

Table 81/ Responses to Question 9. "Do You Think It Is Important for Children under 5 Years of Age to Use Child Safety Seats?" by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Response	Saturday 14 Sites	Weekday 14 Sites
Yes	95.4	93.0
No	2.6	3.7
Don't Know	1.7	2.9
Refused	0.1	0.2
Yes & No	0.1	0.2
Indifferent	0.1	NA
Total	100.0	100.0
	N=1851	N=1947

Table 82/ Responses to Question 10. "Do You Favour a Law that Would Require Child Safety Seats for Children under 5 Years of Age?" by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Response	Saturday 14 Sites	Weekday 14 Sites
Yes	85.2	83.0
No	11.6	12.8
Indifferent	2.8	3.8
Refused	0.2	0.4
Yes & No	0.2	NA
Don't Know	NA	NA
Total	100.0	100.0
	N=1849	N=1946

Table 83/ Responses to Question 8. "Are You in Favour of the Present Seat Belt Law?" by Saturday and Weekday (14 Sites) Drivers in May 1981 (in %)

Response	Saturday 14 Sites	Weekday 14 Sites
Yes	69.2	67.5
No	25.5	25.9
Indifferent	3.4	4.8
Don't Know	0.4	0.8
Optional	1.1	0.9
Yes & No	0.3	0.4
Total	100.0	100.0
	N=1846	N=1935

Table 84/ Driver Seat Belt Use at Two Expressway Sites (Highway 400 near Major Mackenzie and King City Interchanges, Highway 401 near Woodstock) by Various Categories in May 1981 (in %)

Seat Belt Use for	Highway 400	Highway 401	Total
Drivers	67.9 N=134	70.6 N=119	69.2 N=253
Male Drivers	67.6 N=108	68.1 N=94	67.8 N=202
Female Drivers	75.0 N=24	82.6 N=23	78.7 N=47
Drivers over 30	72.8 N=103	73.0 N=89	72.9 N=192
Drivers under or Equal to 30	50.0 N=28	63.3 N=30	56.9 N=58

Note: Small cell sizes preclude detailed analysis.

Table 85/ Passenger Seat Belt Use at Two Expressway Sites (Highway 400 near Major Mackenzie and King City Interchanges, Highway 401 near Woodstock) by Age Group in May 1981 (in %)

Seat Belt Use for	Highway 400	Highway 401	Total
Adult Passengers	56.7 N=60	49.3 N=73	52.6 N=133
Youth Passengers	25.0 N=4	100.0 N=1	40.0 N=5
Child Passengers	50.0 N=6	40.0 N=5	45.5 N=11
Overall	54.3 N=70	49.4 N=79	51.7 N=149

Note: Small cell sizes preclude detailed analysis.

Table 86 to 93/ Driver Responses to Various Attitude Questions at the Two Expressway Sites (Highway 400 near Major Mackenzie and King City Interchanges, Highway 401 near Woodstock) by Age Group in May 1981 (in %)

Table 86/ Driver Response Concerning Reason Wearing

Response	Highway 400	Highway 401	Total
Law	41.1	44.6	42.8
Safety	28.9	53.0	40.5
Habit	22.2	NA	11.6
Total	100.0	100.0	100.0
	N=90	N=83	N=173

Table 87/ Driver Response Concerning Reason Not Wearing

Response	Highway 400	Highway 401	Total
Inconvenient	9.8	34.3	21.1
Unnecessary	12.2	17.1	14.5
Forgot	24.4	28.6	26.3
Don't Like	14.6	NA	7.9
My Choice	24.4	0.7	14.5
Total	100.0	100.0	100.0
	N=41	N=35	N=76

Table 88/ Driver Response Concerning Time Before Caught
for Non-Compliance at the Two Expressway Sites in
May 1981

Response	Highway 400	Highway 401	Total
Few Days	14.6	13.3	13.9
Week to Month	27.0	25.7	26.2
6 Months or More	58.4	61.0	59.9
Total	100.0	100.0	100.0
	N=89	N=113	N=202

Table 89/ Driver Response Concerning whether Children under 5
Years of Age Are Required to Use Child Safety Seats

Response	Highway 400	Highway 401	Total
Yes	60.4	46.2	53.8
No	11.2	21.0	15.8
Don't Know	28.4	32.8	30.4
Total	100.0	100.0	100.0
	N=134	N=119	N=253

Table 90/ Driver Response Concerning whether Children under 5
Years of Age Are Required to Use Regular Seat Belts

Response	Highway 400	Highway 401	Total
Yes	43.3	43.7	43.5
No	30.6	32.8	31.6
Don't Know	26.1	23.5	24.9
Total	100.0	100.0	100.0
	N=134	N=119	N=253

Table 91/ Driver Response Concerning Importance of Restraining
Children under 5 Years of Age with Child Safety Seats

Response	Highway 400	Highway 401	Total
Yes	92.5	95.8	94.1
No	4.5	1.7	3.2
Don't Know	3.0	2.5	2.7
Total	100.0	100.0	100.0
	N=134	N=119	N=253

Table 92/ Driver Response Concerning Driver Support of a Proposed
Child Safety Seat Law

Response	Highway 400	Highway 401	Total
Yes	84.3	72.3	78.7
No	11.2	21.8	16.2
Indifferent	4.5	5.9	5.1
Total	100.0	100.0	100.0
	N=134	N=119	N=253

Table 93/ Driver Response Concerning Support of Present Seat Belt Law at the Two Expressway Sites in May 1981

Response	Highway 400	Highway 401	Total
Yes	59.4	56.8	58.2
No	32.3	36.4	34.3
Indifferent	7.5	5.9	6.8
Total	100.0	100.0	100.0
	N=133	N=118	N=251

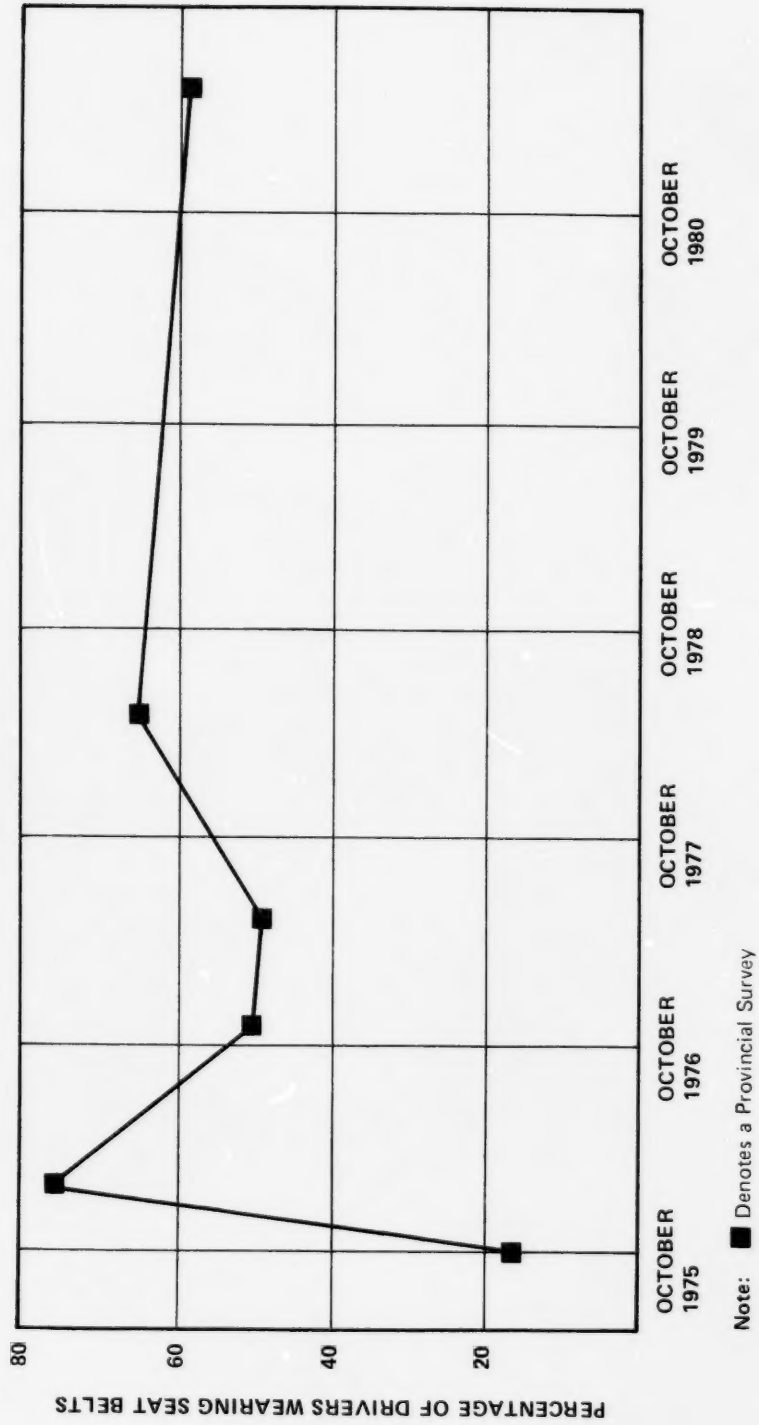


Figure 1/ Trend in Driver Compliance in Ontario Based on Roadside Surveys in October 1975, March 1976, November 1976, May 1977, May 1978 and May 1981



Figure 2/ Passenger Seat Belt Use by Age Group under Driver Constraints in Ontario, May 1981

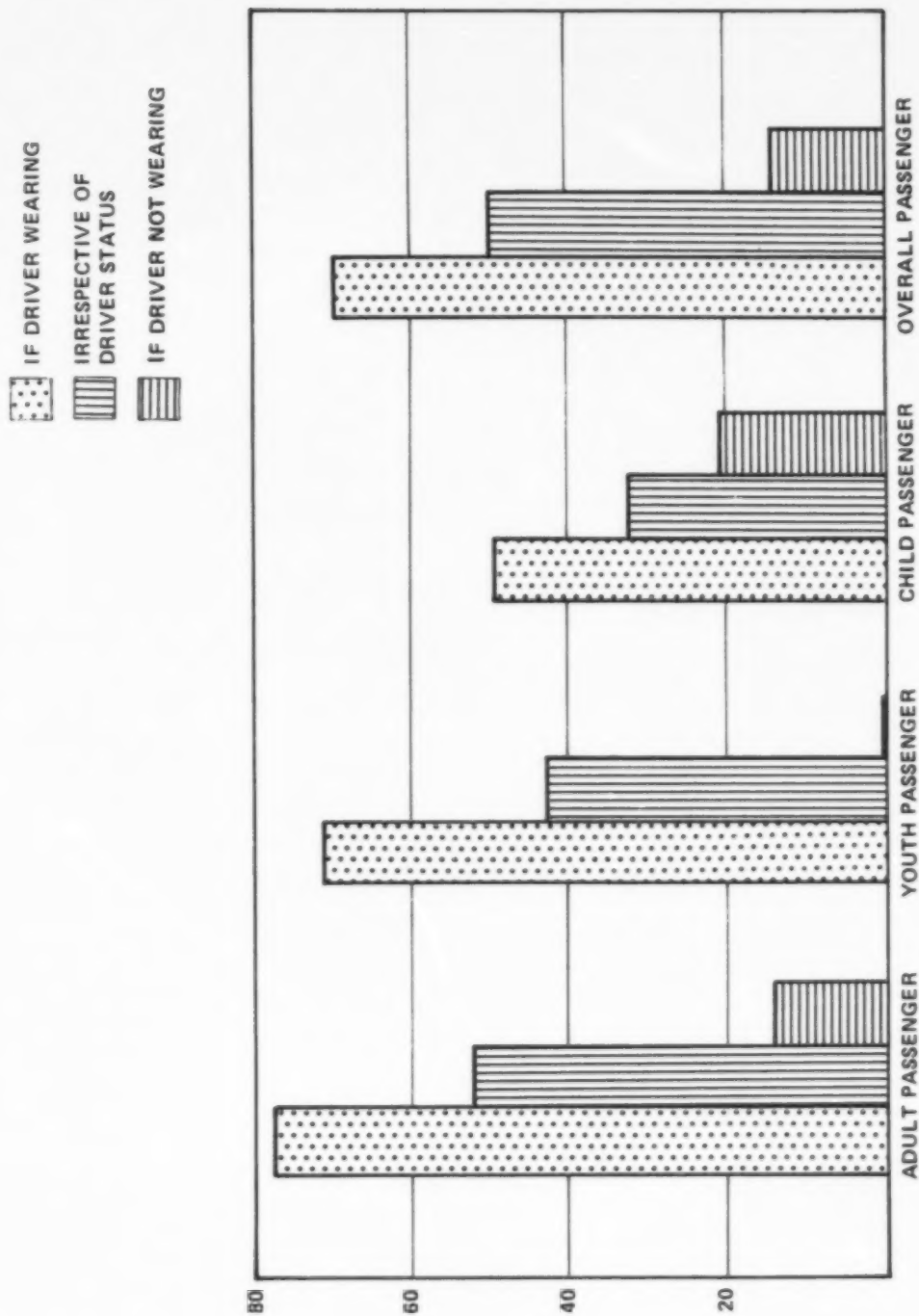


Figure 3/ Front-Seat Passenger Seat Belt Use by Age Group under Driver Constraints in Ontario, May 1981

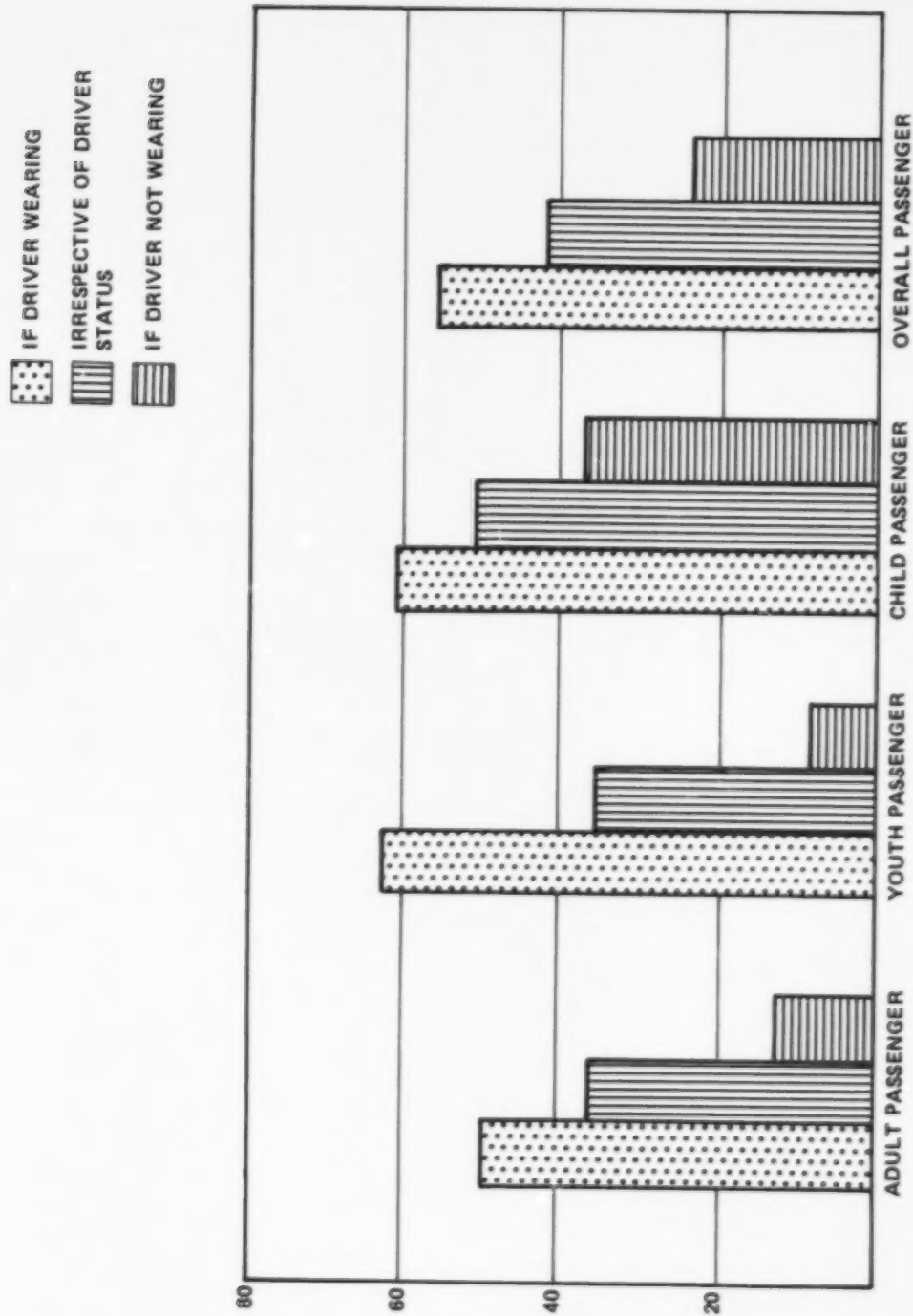


Figure 4/ Rear-Seat Passenger Seat Belt Use by Age Group under Driver Constraints in Ontario, May 1981



Figure 5/ The Six Regions of Ontario and Their Associated Counties and Districts

Appendix A Sample Questionnaire

N=NO PASSENGER
A=ADULT (16) Y=YOUTH (6-15) C=CHILD (6)

TOTAL NUMBER OF PASSENGERS				NUMBER OF CHILDREN UNDER FIVE IN THE CAR				NUMBER OF CHILD SEATS IN THE CAR				TOTAL NUMBER OF CHILD SEATS IN USE				LOCATION NUMBER		INTERVIEWER NUMBER	
DRIVER	FRONT	FRONT	SEAT POSITION	TYPE OF PASSENGER	AGE GROUP	SEX	WEARING	NOT WEARING	NOT INSTALLED	LAP	SHOULDER	LAP AND SHOULDER	HOLDING CHILD UNDER FIVE	FRONT FACING	REAR FACING	IN USE	LAP BELT-PROPERLY ATTACHED	TETHER STRAP PROPERLY ATTACHED	5 pt. HARNESS SECURED
21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25	21-25
26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30	26-30
>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40	>40

WE ARE CONDUCTING A SURVEY ON SEAT BELTS. WE WOULD LIKE TO ASK YOU A FEW QUESTIONS ABOUT YOUR OPINION OF SEAT BELTS. FIRST.....

*****OBSERVED BELT USE OF DRIVER*****

#1. What is your main reason for wearing your seat belt now? (Don't give categories)

☐ THE LAW ☐ SAFETY ☐ OTHER _____ GO TO #2

#1B. What is your main reason for not wearing seat belts? (Don't give categories)

☐ INCONVENIENT ☐ UNNECESSARY ☐ FORGOT

OTHER _____

#2. I want you to imagine that you drive this kind of trip every day and NEVER wear your seat belt. How long do you think it would be before you were stopped by the Police for not wearing your belt? (give categories)

☐ FEW DAYS ☐ A WEEK ☐ A MONTH ☐ 6 MONTHS ☐ A YEAR OR MORE

#3. Do you have any children that are under five years of age in your household? ☐ YES, HOW MANY? ☐ NO, GO TO QUESTION #7, 8, 9, 10

#4. HOW MANY TRIPS ON AVERAGE do you make during the week (including weekends) with young children under five years of age in the car? ☐ YES, HOW MANY CHILD SEATS do you have? _____

#5. HOW MANY child safety seats do you have? _____

#6. When young children under five years of age ride in this car, a) do they use a child safety seat? (give categories)

☐ ALWAYS ☐ MOST OF THE TIME ☐ HALF THE TIME ☐ ONCE IN A WHILE ☐ NEVER

b) do they use a regular seat belt? (give categories)

☐ ALWAYS ☐ MOST OF THE TIME ☐ HALF THE TIME ☐ ONCE IN A WHILE ☐ NEVER

#7. Are children in Ontario under five years of age required by law (a) to use child safety seats? ☐ YES ☐ NO ☐ DON'T KNOW

(b) are they required by law to use regular seat belts? ☐ YES ☐ NO ☐ DON'T KNOW

#8. Are you in favour of the present seat belt law? ☐ YES ☐ NO ☐ INDIFFERENT ☐ DON'T KNOW

#9. Do you think it is important for children under five years of age to use child safety seats? ☐ YES ☐ NO ☐ DON'T KNOW ☐ REFUSED TO COMMENT

#10. Do you favour a law that would require child safety seats for children under five years of age? ☐ YES ☐ NO ☐ INDIFFERENT ☐ REFUSED TO COMMENT

COMMENT _____

Appendix B/ Survey Data Compiled at the 52 Weekday Sites in May 1981

Site Number	Traffic Count	Speed Limit km/h	Number of Total Drivers	Number of Belted Drivers
121	1511	50	142	43
122	915	60	140	74
141	833	50	142	34
142	521	50	141	48
161	332	95	140	98
162	167	50	151	79
221	897	50	143	47
222	1261	40	139	59
241	408	50	141	56
242	937	60	140	69
261	427	90	138	100
262	639	80	146	96
311	1414	60	143	90
312	1179	60	141	71
321	477	50	116	52
322	960	50	143	45
341	736	50	137	76
342	614	50	139	99
351	546	80	142	87
352	487	80	144	99
361	985	80	144	76
362	310	80	143	75
370	210	30	119	84
401	2529	60	137	78
402	1908	60	131	89
403	1908	50	139	74
404	3000	60	139	70
405	1651	60	136	87

Site Number	Traffic Count	Speed Limit km/h	Number of Total Drivers	Number of Belted Drivers
406	2015	50	140	85
411	1395	50	137	77
412	1508	60	137	85
421	1642	50	139	79
422	493	60	134	96
431	1567	50	145	71
432	1225	50	143	87
441	1810	50	140	77
442	353	80	142	95
451	751	80	140	90
452	293	50	144	76
461	540	80	139	116
462	455	80	138	93
470	157	30	134	91
511	1618	50	139	95
512	824	50	140	107
521	1655	50	140	83
522	1083	50	140	86
541	697	50	140	84
542	1230	50	138	95
551	1403	70	137	94
552	138	80	116	68
561	648	80	137	85
562	162	80	139	99

Appendix C/ Detailed Description of Individual Sites

Site Number	Location	Type of Area
a) Northwest (6 locations)		
121,122	Sault Ste. Marie	Urban
141,142	Kapuskasing	Urban
161,162	District of Algoma	Rural
b) Northeast (6 locations)		
221,222	Sudbury	Urban
241,242	Kirkland Lake	Urban
261,262	District Municipality of Muskoka	Rural
c) West (10 locations)		
311,312	London	Urban
321,322	Sarnia	Urban
341,342	St. Thomas	Urban
351,352	Regional Municipality of Waterloo	Rural
361,362	Bruce County	Rural
d) Toronto (6 locations)		
401-406	Toronto	Urban
e) Central (12 locations)		
411,412	Mississauga	Urban
421,422	Oshawa	Urban
431,432	St. Catharines	Urban
441,442	Richmond Hill	Urban
451,452	York County	Rural
461,462	Peterborough County	Rural
f) East (10 locations)		
511,512	Ottawa	Urban
521,522	Kingston	Urban
541,542	Brockville	Urban
551,552	Frontenac County	Rural
561,562	Lennox and Addington Countries	Rural
g) Expressways (2 locations)		
370	Highway 401-Woodstock	Expressway
470	Highway 400-King City	Expressway